



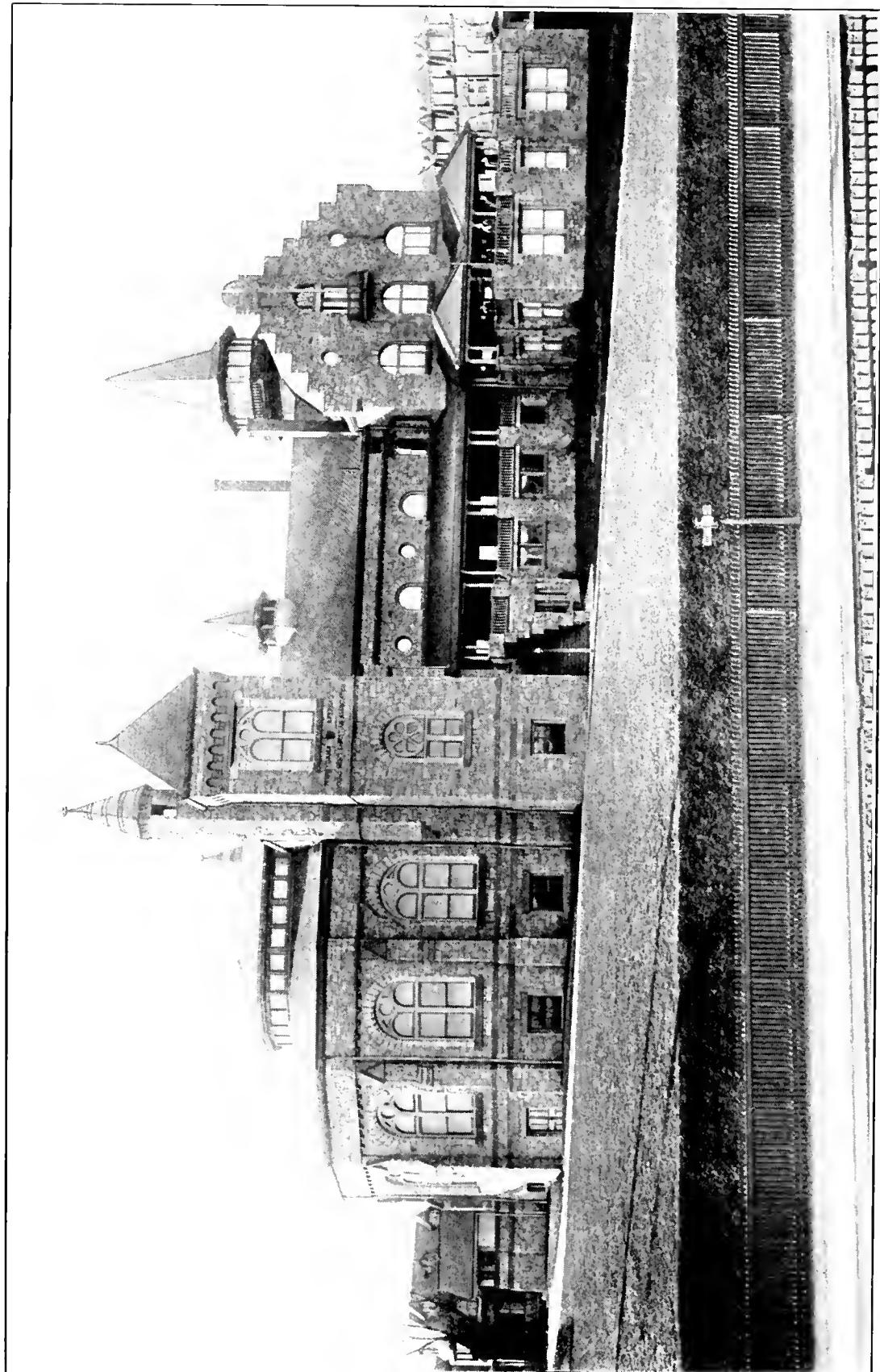
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History of the Pennsylvania
Railroad Department of the



THE MAIN BUILDING OF THE PENNSYLVANIA RAILROAD DEPARTMENT OF THE
YOUNG MEN'S CHRISTIAN ASSOCIATION OF PHILADELPHIA.

HISTORY
OF
THE PENNSYLVANIA RAILROAD
DEPARTMENT
OF THE
Young Men's Christian Association
OF
PHILADELPHIA
BY
WILLIAM BENDER ✓ WILSON

Author of "The History of the Pennsylvania Railroad," etc., etc.

STEPHEN GREENE COMPANY, PRINTERS
PHILADELPHIA

1911

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PREFACE

Twenty-three years ago the second, and as it proved to be a successful, effort was made to organize a Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia for the betterment of railroad men along physical, intellectual, social and spiritual lines. The results show the wisdom of the movement. Men of all grades in the service are vastly advanced along those lines; and the public as well as the Company have been the beneficiaries. The work of the Department has been carried on by men, women and youths in the employ of the Company, or dependent upon employes, encouraged and assisted by the corporate, executive and administrative officials both in their official and personal relations to society. These years of persistent, consistent, honest endeavor have shown such a personal and civic advancement that it is deemed advisable that an epitome of the history of the Department be compiled as an evidence that the work has not been in vain. There is a deep-rooted popular prejudice that a railroad corporation is soulless and cannot occupy a place in the moral and intellectual advancement of society by reason of the fact that it is in law a fictitious person. No greater error can exist in the mind of man than is embraced in that prejudice; any mind desiring to clear itself will by seeking truth find that whilst the legal definition will apply to the corporation *per se*, it does not apply to the administration of corporate affairs, which is conducted by real, active, feeling, intelligent persons of the same flesh, blood, sinews, nerves and souls as are possessed by all other human beings, and that they do not deviate from the straight path any more, if as much, as other real persons in any other line of human endeavor. This compilation will show that the Pennsylvania Railroad Company and its employes do work in the direction of a better and higher civilization, and that the results of their work compare favorably with the work of any other class of people aimed to achieve the same desired results. This narrative does not make prominent specific doings of individuals, nor yet emphasize any one or more of the specific activities of the Department, howsoever meritorious they might be, but it does

outline the progress of a movement to do honor to mankind by aiding in the application of the principles of Christianity to the everyday work of life. A few persons are named out of the many thousands who have been actively engaged in the Department, not because they are entitled to specific mention above and beyond their fellow-workers, but on account of their being typical of the movement itself.

WILLIAM BENDER WILSON.

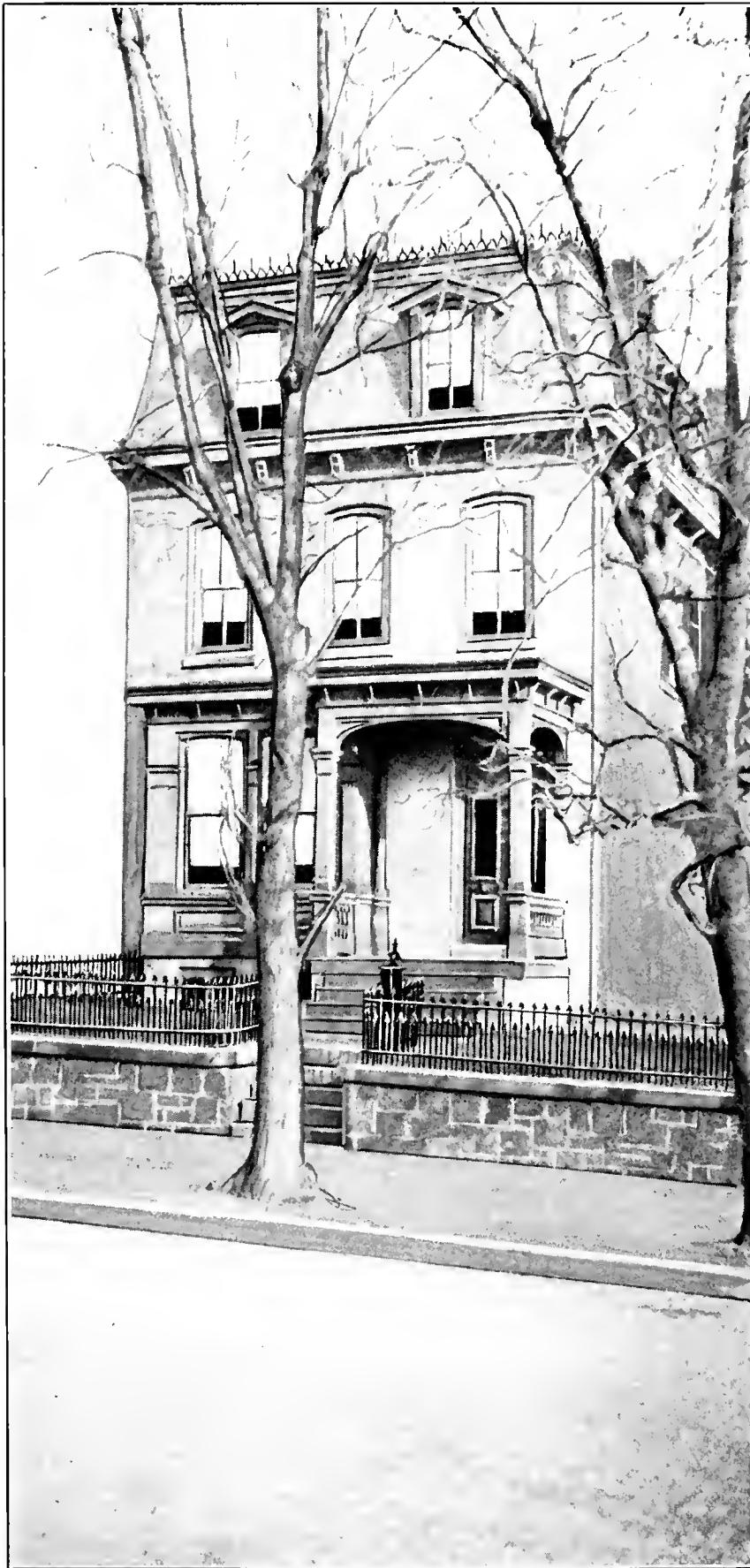
HOLMESBURG, PHILADELPHIA,
January 1, 1910.

A HISTORICAL SKETCH
OF
THE PENNSYLVANIA RAILROAD DEPARTMENT
OF
THE YOUNG MEN'S CHRISTIAN ASSOCIATION
OF
PHILADELPHIA, PENNSYLVANIA
BY
WILLIAM BENDER WILSON

The attempts of railroad managers to elevate the standard of their employes were co-existent with the introduction of railroads as a means of transportation. Upon the railroads supplanting turnpike roads and canals as transportation lines there arose a demand for proper and efficient men to operate them. The field for selection had yet to be discovered. Boatmen, stage-drivers, teamsters and hostlers accustomed to the free, easy and unrestrained manners and customs of the turnpike roads and canals were the first class from which railroad employes had to be recruited. They had not been educated up to the requirements of a higher and more rapid popular service, and could only supply but a small part of the demand. The new departure in transportation seemed to open a field where wealth could be acquired with the least exertion and the seeker live a life spiced with variety and excitement. In consequence, like at the opening of new mineral fields, the adventurous of all classes sought for and found employment on the railroads, and brought to that service an incongruous mass of men, with little efficiency for the work, less comprehension of its requirements and a low standard of morality.

The Philadelphia & Columbia Railroad, now part of the Philadelphia Division of the Pennsylvania Railroad, and constructed by the Commonwealth of Pennsylvania, was completed early in 1834. In commencing operations the customs of the turnpike roads, which allowed the stagecoaches to stop at every tavern

en route between terminals for the purpose of allowing passengers to refresh themselves, were observed in the train movements over that road. The trains stopped at the taverns, which were the only stations along the line of the road, and the engineers, firemen, conductors, brakemen and passengers hastened to the barrooms to procure liquor, the train being held awaiting the appeasement of the thirst of all. Intoxication of employes was frequent, and the working of the line became so irregular that a rapid demoralization of the service became so imminent that at the close of 1834 the Board of Canal Commissioners, having jurisdiction over the railroad, seeing the necessity for providing moral restraint for the men who had in their hands the active movement and working of the various trains, adopted rules for their government. It was the initial movement looking forward toward the moral, physical and intellectual advancement of the men engaged in the railroad service. These rules were more or less penalizing in character, in keeping with the prevailing thought of the day that dread of punishment would prove the surest way to lead men away from the pathways of wrong doing and into the roads of right living. But as Christ's doctrine of love grew into the minds and hearts of men, a clearer conception was had of man's duty to man, and other means for advancing the standard of men were sought; and from time to time, as railroad development advanced, efforts were made to obtain a higher standard of government. These efforts, at times systematic, were mostly erratic, and did not meet the expectations of those who made them. Individual happiness was not understood, and individual pleasure was misinterpreted as being its source. Picnics, balls, entertainments, concerts, reading-rooms, bunk-rooms, athletic sports and social clubs for railroad men exclusively were promoted, but with unsatisfactory results. The element necessary to hold organization together and develop it into a successful and permanent institution was absent. Organization of railroad men, like that for any other class of men, for the betterment of their condition demanded suitable and proper supervision, and after "clubism" demonstrated that it could not provide them, supervision of the Young Men's Christian Association presented itself as the solution of the problem, and it was appealed to. The result was that in the fall of 1872 the first railroad Young Men's Christian Association was opened in Cleveland, Ohio, but it was not until 1875 that the National Convention at Richmond instructed the International Committee to put a visiting Railroad Secretary in the field. It



THE FIRST HOME OF THE DEPARTMENT, AT 116 NORTH THIRTY-FOURTH STREET.

appears that the Secretary was subsequently withdrawn or became inactive for financial reasons, for in the winter of 1876-77 Thomas A. Scott, then President of the Pennsylvania Railroad Company, joined with William H. Vanderbilt, John W. Garrett, Cornelius Vanderbilt and Morris K. Jessup in supplying the funds to enable the International Committee to employ a man to *resume* the work of promoting Railroad Departments of the Young Men's Christian Association.

Following close upon Mr. Scott's subscription, efforts to establish a Pennsylvania Railroad branch of the Association culminated in a meeting at the residence of William W. Wimer, 116 North Thirty-fourth Street, on May 1, 1877, at which time an organization was effected by Mr. Ingersoll, the then General Railroad Secretary of the Young Men's Christian Association. Prior to the meeting, invitations to attend were circulated in the shops, warehouses and the general offices, in response to which representatives of the different departments attended. The meeting was quite enthusiastic; a Constitution and By-Laws were adopted and the following organization effected:

PENNSYLVANIA RAILROAD BRANCH OF THE YOUNG MEN'S CHRISTIAN ASSOCIATION OF PHILADELPHIA, MAY 1, 1877.

Organization.

WILLIAM W. WIMER.....	<i>President.</i>
W. C. DE ARMOND.....	<i>Vice-President.</i>
E. W. SMITHERMAN.....	<i>Corresponding Secretary.</i>
JOSEPH W. PULLEN.....	<i>Recording Secretary.</i>
J. R. G. MARSHALL.....	<i>Treasurer.</i>
THOMAS L. VAN HOUTEN.....	<i>Assistant Treasurer.</i>

Finance Committee.

S. H. DOCKENDORF, *Chairman.*

Christian Work.

C. W. HASSELL, *Chairman.*

Membership.

CHARLES T. VAN HOUTEN, *Chairman.*

Visitation of Sick.

JOHN E. MILLER, *Chairman.*

Rooms and Library.

G. H. WOOD, *Chairman.*

Reception and Entertainment.

GEORGE BARTON, *Chairman.*

Yates Hickey was subsequently elected General Secretary and issued the following circular:

PENNSYLVANIA RAILROAD BRANCH OF THE YOUNG MEN'S CHRISTIAN ASSOCIATION OF PHILADELPHIA.

All employes of the Pennsylvania Railroad are cordially invited to join this Association. (See the Constitution.)

The General Secretary desires to know, personally and socially, as far as possible, all railroad men and their families, and especially wishes to be informed at once of every case of severe sickness or injury to any railroad man or member of his family, within the sphere of this Association, and to be called upon, in common with members of the "Committee on Visitation of the Sick," for such personal service in each case as belongs to Christian love and fellowship.

JOHN E. MILLER,
Chairman of Committee on Visitation of Sick,
P. R. R. Roundhouse.

YATES HICKEY,
General Secretary,
30 North Thirtieth Street.

Several meetings were held whereat it was planned to erect a building at the corner of Thirty-first and Spring Garden Streets for the meetings of the branch and the entertainment of railroad men, that locality being near the roundhouse and the yard as they were then located. A petition was presented to the Board of Directors of the Pennsylvania Railroad Company asking for assistance in procuring quarters. The Board appointed Messrs. Wistar Morris and N. Parker Shortridge as a committee to confer upon the subject with the officers of the branch. After several interviews the committee reported to the Board in favor of supplying a building, and William H. Brown, Chief Engineer, was instructed to prepare plans and specifications for a suitable structure. Owing, however, to the want of a person to give his entire time to the movement, the interest lagged and in a short time the Association was disbanded.

RESUMPTION OF EFFORTS.

It was not until 1886 that the subject was revived and plans set on foot which laid the foundations for a successful organization.

At that time the principles of branch work in large cities were rooting themselves deeply in the hearts of the Directors and General

Secretaries of the Young Men's Christian Association. The work of the Association was thought to be adapted to all classes of young men, and would be productive of the best results if branch work was classified. Experience had demonstrated that the work of the Association developed more rapidly when supervision was located nearest to groups or classes of men; hence, after consideration of the subject on the part of the Directors of the Young Men's Christian Association of Philadelphia, the State Committee was requested to send one of their Secretaries to Philadelphia to canvass the railroad situation and report conditions. In compliance with that request, Mr. W. A. Bowen, Assistant State Secretary of Pennsylvania, came to Philadelphia, and in looking over the field and finding that the majority of Pennsylvania Railroad men's homes were located west of the Schuylkill River, began his work in West Philadelphia by calling upon the pastors of the several churches located in that section of the city, and secured from them not only their encouragement but a list of names of railroad men who were members of their churches and interested in Christian work. With the list as his guide Mr. Bowen visited the men whose names were upon it, and found them in sympathy with the movement and willing to join in it; whereupon he called a meeting for consideration of the subject. That meeting was held in the lecture-room of Christ Methodist Episcopal Church, corner Thirty-eighth and Spring Garden Streets, on the evening of November 11, 1886. The following railroad men were present: Deloss Everett, William Conk, Alfred McMinn, J. A. Keesberry and Harry W. Hoot. Mr. Bowen was also present, and David McConaughy, Jr., General Secretary of the Philadelphia Association, who presided. After thoroughly discussing a special line of religious work for railroad men, the meeting adjourned to meet again in the Powelton Avenue Baptist Church on the evening of November 15, 1886. At the adjourned meeting there were present nine railroad men, namely: those just mentioned and Carver McMinn, James Caum, J. M. Hodge and J. S. Stackhouse; W. A. Bowen presided, and J. A. Keesberry chosen Secretary. Upon consideration of the question of organization, it was decided to organize a branch of the Young Men's Christian Association of Philadelphia to be called the Pennsylvania Railroad Department and to be located in West Philadelphia. A committee was appointed to visit the officers of the Association, apply for reception as a branch, confer about organization and request a form of by-laws for the government of the Department. The next

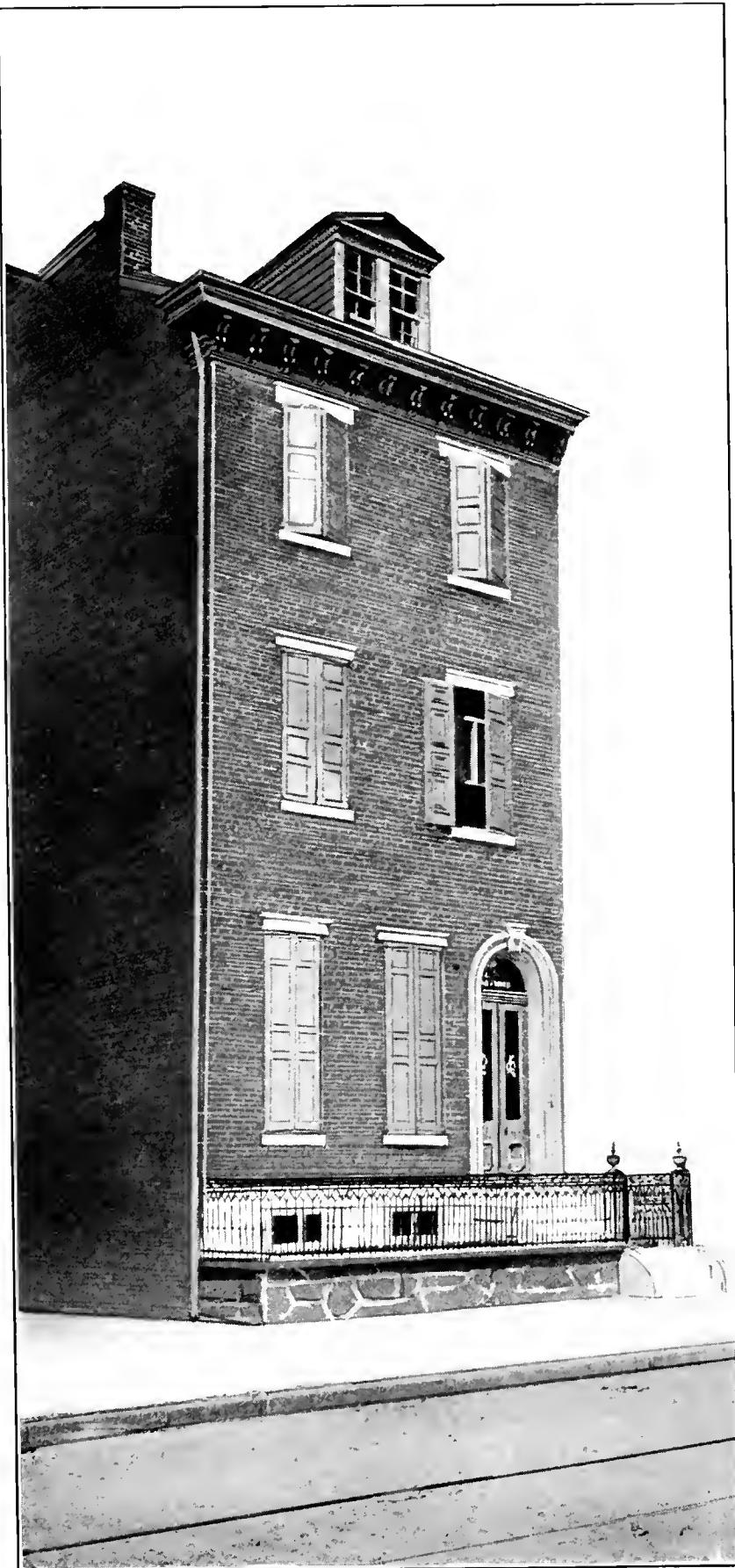
meeting was held on the evening of November 18, 1886, in the Emmanuel Reformed Church, corner of Thirty-eighth and Baring Streets. Eight railroad men were present. The committee appointed at the preceding meeting reported that the application for admission as a branch of the Young Men's Christian Association had been acted upon by the Directors of that body and the petition granted; they also presented a form of by-laws for the government of the Department which had been prepared by the officers of the Association. The by-laws were adopted, thus practically effecting the framework for the organization of the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia with nineteen members.

The work of the Department was begun by holding Sunday meetings in the different churches to the end that public sympathy and aid might be secured and the attention of the railroad men generally called to the organization. The first of the Sunday meetings was held on the evening of November 21, 1886, in the Grace Lutheran Church, corner of Thirty-fifth and Spring Garden Streets. The meeting was conducted by railroad men, forty of whom were present. Ten new applications for membership were presented.

The second Sunday meeting was held in the Centenary Methodist Church, corner of Forty-first and Spring Garden Streets, on the evening of November 28, 1886. Thirty-six railroad men were present and seven new names were added. The work was growing slowly but not discouragingly.

THE YEAR 1887.

From November 28, 1886, to January 23, 1887, meetings were not held owing to extra services in the churches incident to the Christmas holidays intervening; the committee in charge, however, secured the temporary use of a dwelling-house at 118 North Thirty-second Street, in which, from January 23 to February 20, 1887, they held Sunday afternoon services; from the latter date until April 17, the services were held in the homes of railroad men in West Philadelphia. Early in March, 1887, the parent Association appointed J. A. Keesberry, Charles G. Cadwallader, James S. Stackhouse, Deloss Everett, W. H. Barron, John Hait, Charles Knapp, Alfred McMinn, James M. Hodge, J. L. McClellan, Justus Law, Theodore A. Myers, James Caum and Reese L. Hannum, all Pennsylvania Railroad men and churchmembers, as a Committee of



THE SECOND HOME OF THE DEPARTMENT, AT 3607 HAVERFORD STREET.

Management for the Department. They were divided as to denominations as follows: Methodist 5; Presbyterian, 4; Baptist, 2; Episcopalian, 1; Lutheran, 1; Christian Church, 1. This committee held its first meeting on Monday afternoon, March 14, 1887, and organized by electing the following officers:

J. A. KEESBERRY, *Chairman.*
CHAS. G. CADWALLADER, *Vice-Chairman.*
JOHN HAIT, *Recording Secretary.*
JAMES M. HODGE, *Treasurer.*

At the time when the parent Association appointed the Committee of Management it announced the appointment of the following officials of the Pennsylvania Railroad as an Advisory Committee:

N. PARKER SHORTRIDGE, *Director.*
WISTAR MORRIS, *Director.*
HENRY D. WELSH, *Director.*
J. N. DU BARRY, *Third Vice-President.*
JOHN C. SIMS, *Secretary.*
ROBERT W. SMITH, *Treasurer.*
JOHN SCOTT, *General Solicitor.*
STEPHEN W. WHITE, *Secretary, N. C. Ry.*
ROBERT CRAVEN, *Secretary-Treasurer, P., B. & W. R. R.*
CHARLES E. PUGH, *General Manager.*
WILLIAM J. LATTA, *General Agent.*

The Committee of Management held a meeting at Fifteenth and Chestnut Streets, Monday afternoon, March 28, 1887, elected Mr. Charles E. Cole General Secretary, decided to secure a permanent home, and appointed a committee to inspect the building at 3607 Haverford Street, and empowered it to make a lease if the building was found suitable. The committee being favorably impressed with the location and general condition of the building, entered into a lease of the property from April 1, 1887, at a monthly rental of forty-five dollars. The fitting up the house was at once begun; considerable repairs were made and furniture installed, and in a short time the house was ready for occupancy. The first meeting held in it was that of the Board of Management on April 11, 1887, at which Mr. H. B. Rankin, a divinity student, was selected as acting Secretary until such time as Mr. Cole could take up the work, and the following committees appointed to carry on the objects of the

Department: Executive Committee—James S. Stackhouse, Chairman; J. A. Myers, Reese L. Hannum, James Caum, Charles Knapp; Finance—Charles G. Cadwallader, Chairman; James S. Stackhouse, J. M. Hodge; Lecture—John Hait, W. H. Barron, Deloss Everett, James Caum, Alfred McMinn. On Sunday, April 17, 1887, at four o'clock in the afternoon, a gospel service conducted by Mr. David McConaghy, Jr., General Secretary of the Philadelphia Association, was held. This was the first public meeting held at 3607 Haverford Street. It was attended by only seventeen men, but the earnest and fervent spirit which prevailed was pronounced, and acted as a stimulus for greater effort. On Monday evening, April 18, 1887, the Board of Management met and cordially welcomed Mr. Cole as Secretary of the Department. It also selected Mr. Rankin as Assistant Secretary and appointed committees to arrange for the formal opening of the building, which took place on Thursday evening, May 19, 1887.

At the opening a public reception was held by the Board of Management; the house was thrown open for inspection, and a programme consisting of addresses, vocal and instrumental music, recitations, etc., provided. About two hundred men connected with the several departments of the Pennsylvania Railroad were present. The meeting was opened by Mr. Deloss Everett, locomotive engineer and Grand Chaplain of the Brotherhood of Locomotive Engineers, in the following

PRAYER.

“Almighty God, our Heavenly Father, in whom we live and have our being, we thank thee that thou hast spared us to see this present occasion; and we pray thee to look upon us in tender compassion and mercy. Thou art our God; Thou art from everlasting to everlasting, from whom all blessings flow. As we meet here tonight, as a railroad branch of the Young Men’s Christian Association, we pray thee, our Father and our God, to look upon us as thy children. May this enterprise meet with thy divine approval, and be the means of doing a great deal of good to our fellow railroad men. Bless every railroad man in this entire country, and, oh! hasten the day when every railroad will be united under King Jesus. We pray thee particularly for the young men in the service of our railroads; for those who are thrown in the way of vice, and sin and its enticements; O God of mercy, remember them. We pray thee for the influence of thy Holy Spirit upon their hearts and minds, that they may walk in the straight and narrow path. O God, bless our Associa-



J. A. KEESBERRY,
Chairman, 1887-1889.

tion, and bless all associations in this great land that are calculated to elevate and place mankind on a high and better standard of life. We pray thee to bless our own particular branch; may it meet with thy divine favor; and may every one of us do our duty in striving to build up this branch of the Association. Guide us through life, and at last, when we have fulfilled thy purposes on this earth, save us in that haven of eternal rest, through Christ, our Saviour. Amen."

The Chairman of the Department, Mr. J. A. Keesberry, then addressed the meeting as follows:

"FRIENDS AND FELLOW RAILROAD MEN:—It is with the greatest pleasure that I am privileged, on behalf of the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia, to welcome you on this, the occasion of opening these rooms, set apart as they are in the interests of railroad men. It was only a little while ago that the question of organizing a railroad association was brought before a few of the employes of the Pennsylvania Railroad, certain of whom, in response to a call, met in the Christ Methodist Episcopal Church in West Philadelphia. The meeting was but slimly attended, and no definite action was taken in the matter at the time. Nevertheless, not discouraged at the seeming failure of the first effort, a second call was made for a meeting, which was held in the Powelton Avenue Baptist Church on the week following, at which a decided increase in the attendance was apparent. At this meeting the views of those present were fully and freely given. An earnest desire was manifested for the spiritual good of railroad men. At this meeting it was decided to petition the Young Men's Christian Association of this city to receive us as a branch or department of that Association, under the name of the "Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia." Annexing ourselves to the Central Association was considered, and has since proved to be, a very wise move, and one in the right direction. We have been greatly benefited, and have received much valuable aid from the officers of the Young Men's Christian Association, the Central Association, to whom and most especially to Mr. David McConaughy, Jr., the very worthy and efficient General Secretary, who has been untiring in his efforts to further the interests of our Department,

we return our sincere thanks. We have been very much encouraged on every hand. We have indeed received nothing but encouragement, and our hearts are made glad, seeing that the blessing is following the effort in every direction.

"We have with us this evening gentlemen of the Board of Directors and officers of the great railroad system whose name we bear, and in whose service we are proud to say we are employed, and we extend our sincere thanks to these good gentlemen for the encouragement they have given us, and for this additional manifestation of the interest they take in us as their employes, by their presence here. We welcome you, gentlemen, we welcome you.

"And now, fellow railroad men, in whose interests these rooms have been set apart, most especially to you do we extend a cordial welcome. We invite you to come with us; we want you to come; unite with us in this work; bring to us your aid, your sympathy and your support in the interests of those with whom you labor day by day. As has been already seen by most of you, and probably all of you, we have fitted up here a reading-room, supplied with all the leading dailies, the weekly illustrated papers, the monthly magazines, and railroad, scientific and other periodicals; with a reception-room where railroad men may meet for social conversation or to enjoy games, such as dominoes, checkers, chess and crokinole; with an elegant library-room, which will soon be stocked with popular works of fiction, history and reference; and a bathroom supplied with all conveniences. In addition to these advantages, it is our purpose to provide for social meetings, entertainments, lectures and talks, educational classes for the study of different branches of the railroad service, and, as we have ability, such other attractions as will interest, instruct and elevate railroad men. We have a room set apart for devotional exercises, where, on Sunday afternoons, and at such other times as shall be thought advisable, you may come and enjoy with us the means of grace.

"I do not wish to tire you with any further remarks, and in conclusion I would simply say that we welcome you one and all at this our opening, and we again ask you as railroad men to come and unite your efforts with ours in the furtherance of this object. Our worthy Secretary, Mr. Cole, is present with us this evening, and he has, I believe, one or two letters that he has received from officers of the Pennsylvania Railroad, giving their expressions in regard to the matter, which I would like you to hear."

Mr. Cole then read the following letters:

ALTOONA, PA., May 16, 1887.

MR. CHARLES E. COLE,

General Secretary Railroad Department Y. M. C. A.,

3607 Haverford Street, Philadelphia.

MY DEAR SIR:

I regret very much that absence from the city, on the west end of the line, will prevent my accepting your kind invitation to be present at the opening of the rooms of your Association.

You have my best wishes for your success.

Very truly yours,

G. B. ROBERTS.

PITTSBURGH, May 18, 1887.

MR. J. A. KEESBERRY,

Chairman Pennsylvania Railroad Department

Young Men's Christian Association,

Philadelphia, Pa.

DEAR SIR:

I regret exceedingly that absence from the city, that cannot be avoided, will prevent my being present on Thursday, the 19th inst., on the occasion of the opening of the headquarters of your Association at 3607 Haverford Street.

I avail myself of this opportunity, however, to say that I am in hearty sympathy with this movement and have confidence that much good will be accomplished, and that among the many beneficial results that always follow Christian intercourse, the good feeling engendered and exchanged during the daily duties performed in the service, in which we are all co-laborers, will by no means be the least prominent.

I hope at a very early date to meet with you and repeat the visit at such frequent intervals as my time will permit.

Wishing the Association success beyond your most sanguine expectations, I am,

Yours truly,

CHAS. E. PUGH.

After reading of those letters Mr. Cole announced that other letters expressive of encouragement had been received from the following gentlemen: Cornelius Vanderbilt, George W. Childs, Edmund Smith, Frank Thomson, John P. Green, D. S. Newhall, Robert W. Smith, Isaac Hinckley, Theo. N. Ely, J. R. Wood, Enoch

Lewis, M. Riebenack, John C. Wilson, Oden Bowie, George Stephens, Robert Craven, J. A. Anderson, Holmes D. Ely, H. F. Kenney, F. Wolcott Jackson, George C. Wilkins, S. L. Seymour, George A. Dadmun, Joseph Crawford, Wilson Brown, A. Mordecai, A. P. Kirtland, Thomas A. Roberts, J. W. Reynolds, Alfred Walter, L. K. Lodge, Spencer Meade, W. H. Gatzmer, J. T. Malin, Gen. W. H. H. Davis, B. B. Comegys, T. B. Patton, H. J. Aukerman; Solicitors John Scott, James A. Logan, Wayne MacVeagh, John Scott, Jr., W. Jones, Bernard Carter, John M. Thompson, A. G. Ward, George W. Elder, Henry D. Fernandes, Junkin & Junkin, Wm. Ward, Marchand & Gaither, Atkinson & Jacobs and D. Bright Miller; also from J. MacDonough, President American Bank Company; J. D. Layng, General Manager West Shore Railroad; E. V. W. Rossiter, Treasurer N. Y. C. & H. R. R. R.; W. L. Squire, Treasurer N. Y., N. H. & H. R. R.; C. M. Bissell, Superintendent H. R. Division N. Y. C. & H. R. R. R.; J. H. Phyfe, Assistant Division Superintendent N. Y. C. & H. R. R. R., and John E. Brewington, Agent West Shore Railroad.

The Chairman then introduced Mr. Theodore Voorhees, Assistant General Superintendent of the New York Central and Hudson River Railroad, who said:

“FELLOW RAILROAD MEN:—I congratulate you upon your good fortune in being here tonight and having the opportunity which is presented to you of joining this movement. I congratulate you still more upon the beautiful rooms that you have secured. I assure you that many of the Associations that have been organized in the last ten years would have looked forward to these rooms as beyond their wildest dreams. If your success in the future is commensurate with the auspicious opening that you have here now, I have no doubt that your Association, as a railroad branch, will in time stand as far ahead of all other railroad branches as the road you are proud to serve is recognized as ahead of all other railroads.

“It may be that some of you present have but a slight idea of what a railroad branch of the Young Men’s Christian Association is and how it was started. So I will say briefly that we started the first organization of this kind in 1872 in the Union Depot at Cleveland, Ohio, and Mr. Cobb was the first Secretary. He organized the work on the floor of the depot; then in the waiting-room. He presented the claims of that work to the International Committee at the convention that was held in the succeeding year, 1873, and from that time the work as a railroad department has been

recognized and has steadily progressed. We have with us a gentleman from the International Committee, and I will not trespass on his province, but will confine myself to the State of New York. There the work was first organized in the Grand Central Depot in New York twelve years ago. The succeeding year a branch was started on the West Side among the freight men at Thirtieth Street, and also a branch at Oneonta, one of the small towns in the State. The work rapidly progressed. Within a very few years branches were started at Elmira, Troy, Buffalo and other cities, until at the last annual convention of the State Association, which was held at Utica, in February, we reported twenty railroad branches in the State of New York, with a membership of 4718 railroad men. The expenditures of those branches for the year 1886 were \$31,500 in round numbers; of this amount \$16,600 was subscribed by the railroad companies of the State of New York; about \$7000 by friends of the work; and \$7800, being 32 per cent. of the whole, was paid by the railroad men themselves. During the year, not to burden you with statistics, there were 29,000 baths taken in the different rooms of the railroad branches. The number of volumes in the libraries increased to almost 8000. The number of visits to sick and injured employes, made by members of the Committee on Visitation of the Sick and by the Secretaries, amounting to 1700. The circulation of the books in the libraries was very largely increased during the year. We organized the system of sending books out by express, or in baggage cars, to agents and employes along the line of the road who could not avail themselves of any other privileges, and the membership was largely increased in that way.

"To give you perhaps a more vivid idea of one of the branches, I will tell you of the Association in the city of Troy, with which I was connected from the beginning. The work then was started seven years ago, just as it was at Cleveland, with a Sunday service in the waiting-rooms of the station, and for two years we had no building excepting a small brick room that had been put up originally as a tool-house. This room was used by the members of the Association during the week, the services being held in the waiting-room on Sunday. I was urged to take part in the work. I knew nothing whatever of the Young Men's Christian Association work, and I was very much opposed to it. I finally consented to the use of my name, and that I should be simply a figurehead. But, as the work progressed, it was impossible to stand idle and not lend a hand. The effects even of that early work among the men there in the sta-

tion at Troy were so marked that the attention of all the officers of the railroad and the citizens of the place was attracted to it. Finally with the help of one of the citizens of Troy, who was somewhat interested in railroad work, they determined to erect a building. The railroad company owned land which could be spared, and the companies running into the city, four in number, subscribed two thousand dollars. We citizens of Troy started a subscription, and within a very few weeks raised five thousand dollars additional; so with seven thousand dollars we started our building. Our building there is about forty feet front and eighty feet deep, with a comfortable parlor, reading-room, lounging-room, Secretary's office, kitchen, class-rooms on the ground floor; and then above is a large hall capable of seating about four hundred people. We erected a building costing ten thousand dollars, and carried a debt of three thousand dollars. Our membership is now three hundred and sixty-five. The railroad companies allow us fifty dollars a month, and our fuel and light. All other expenses are met by the dues of the men, amounting to two dollars a year each, and contributions from the citizens of Troy. The work has prospered and been blessed beyond our most sanguine expectations. The change in the tone of the employes going through that station and employed there is quite marked. Some of you, perhaps, will bear me out in saying that railroad men are not today what they were ten or fifteen years ago. I can assure you that there was no worse place than Troy for profanity, and all manner of unchristian and uncharitable works, and men whom you could not approach before without hearing profanity and vulgar talk have now become Christians. Our Secretary tells us there is hardly a train passing through the place without one or more Christian men upon it as the result of that work. The citizens of Troy are very much pleased with our work, and with this strong endorsement we thought that the debt had stayed long enough, and two of us went about and got three thousand dollars without any trouble and two hundred and twenty-five dollars over. Since that time our Secretary has been anxious to get a gymnasium, and with a little exertion he raised one thousand dollars among the men, and a few days ago the whole amount was sixteen hundred dollars. He wants twenty-five hundred dollars, and he says he will get the difference in a very few weeks.

"Now, a good many people ask the question, Does this pay? Is it in any way the province of a railroad company to support these Associations? I hold, perhaps, radical views upon that subject.

I do not think it is in any way the business of a railroad company to make Christians of its men, or to undertake to do the work of the churches; but I do hold most assuredly that anything that will tend to make their men better men, sober men, temperate men, is strongly their duty to foster and encourage. The watchword of a railroad man in these days is economy. We hear it continually. It is impressed upon us from the moment we enter our office or go out over the line until we go home at night. We have to take out old ties from the main track and put them into the sidings; and when they can be used there no longer we must gather them for firewood for our engines. Old planks must be turned over and used on the other side until that is worn out. Everything that we can do for economy has to be practiced. I could go on and enumerate many instances where this matter of economy is urged upon us. Now, which is the most economical employe—a man who is a Christian, always doing his duty, not only when he is watched but when he is not, or one who is but a timeserver and who looks forward only for the time to quit his work? Anything that tends to make men better, that tends to cultivate in them a spirit of conscientiousness, is for the direct interest of the stockholders. I do not so much care whether it is to make men Christians, but if it tends to make them better, to make them straightforward, honest men, then it is for their interest to spend that money. We can only do that really by making the men Christians.

“I would like to read you a few testimonials that I have here of what some men have said as the result of this work. From an agent: ‘I am satisfied with the library, and think the system of distributing books a good one, and if I don’t have an opportunity to take advantage of the other privileges, I feel more than repaid for joining in being supplied with reading matter.’ From a brakeman: ‘For the past two and a half years I have enjoyed calling at the rooms almost daily. Having such a place to spend my spare time has kept me from the saloon.’ From a machinist: ‘I seldom miss attending the class in mechanical drawing when it is possible for me to be present. I have found the teacher’s instructions most valuable and helpful to myself, as well as to others who attend. The Association has made a move in the right direction in organizing such a class for railroad men, who really need such help.’

“Among other helpful features is the class in instruction in First Aid to the Injured. We had a splendid evidence of this in the Grand Central Depot a few weeks ago. A poor fellow met with

an accident, in which his leg was cut off. One of his fellow-workmen cut off a piece of a bell cord, improvised a tourniquet, and pursued other proper methods to stop the flow of blood and ease the sufferer. When the surgeon arrived, he declared that if the man had not known just what to do, and had not done it well and promptly, the injured man's life would surely have been lost. This was one result of the instructions given in First Aid in our reading-rooms.

"We have had a great deal of success during the past two years, through a movement that was organized by Mr. Cole on the West Side. He organized a series of entertainments and social gatherings of the men of different departments. He brought the men of certain freight houses together, and they gave entertainments for the benefit of all the others. This produced a great deal of pleasure among the employes, and the movement assisted the Association work very much. I think the idea originally is due to our friend Mr. Cole.

"In conclusion, gentlemen, I desire to congratulate you very sincerely on your good fortune in inducing Mr. Cole to come here. What is your gain is our loss. We regret his departure very much indeed."

Mr. R. R. McBurney, General Secretary of the Young Men's Christian Association of New York City, said:

"MR. CHAIRMAN AND FRIENDS:—I am exceedingly glad to be here tonight. I have had the good fortune of being familiar with this department of work since it was commenced, and have had some opportunity of seeing the results which have attended the work, not only in New York City, but also throughout the country. I have had the pleasure of knowing all the men who have been leading in the movement, not only in the United States, but also in Canada. In the beginning of the work there were a good many difficulties in the way. There was a good deal of prejudice to be overcome. It took some time to convince officials of railroads in relation to the advantages likely to accrue from the work. The officials said: 'There are men of various faiths in our employ, and we do not see how you can carry on such work among them.' We said we had been carrying on that form of work among young men in cities generally, and we did not see why the very same kind of work could not be carried on specially for railroad men. The result of the trial which was made in the beginning of the work at Cleveland was exceedingly marked. The Cleveland depot was surrounded by rum shops and even worse resorts, and the young men as they came into

the employ of the Company were soon swept into this whirlpool of temptation and iniquity. An irreligious man there was brought under religious influences and led to begin a decided religious life. Being concerned in the welfare of other railroad men, it was laid on his heart, and a meeting was commenced at the depot, which resulted in a reformation being made, and the beginning of a decided life in Christ, by a large number of those men. At an Episcopal convention which was held in Boston a few years ago, after the riots occurred at Pittsburgh in which the Pennsylvania Railroad Company, as we are well aware, lost a good deal of property, General Devereux said that which saved Cleveland from the fate of Pittsburgh was the fact that a decided religious work had been carried on among the railroad men in the former city. One of the first things that the men did at Cleveland when the strike was ordered was to reach a decision that not one of them would taste intoxicating liquor during the progress of the strike, and that they themselves would patrol the Company's property, and keep it safe. That testimony produced a deep impression among the railroad men of this country, and this has also been the testimony of the railroad companies.

"I hope you will make this a social work—a hand-to-hand work; that this will be to every railroad man that comes to Philadelphia the bright spot of the whole town; and you can make it so. You can make it cheerful. There is no class of men more social than railroad men. That is my experience among them. Every Sunday afternoon for a year before we secured a General Secretary, it was my pleasure to lead the meeting at the Grand Central Depot. I thus came into very close contact with the railroad men in New York. No others are more social, and if you get at the social side of your fellow-workmen in this connection, you will find that you will acquire an influence over them that will become potent in their lives.

"Then the educational advantages of the Association are not to be overlooked. I have heard of a number of instances of lives having been saved by men knowing just what to do in cases of accident. The different educational classes that have been maintained have also been exceedingly helpful to the members of the Association. It has been our object to organize educational lines of work that shall be most helpful to the men in their chosen employment.

"Our religious agencies are not intended to take the place of the ordinary church services, the religious services of the various

denominations with which the men are connected; but it is in these informal meetings, where railroad men are offered an opportunity of meeting and talking with perfect freedom, that they are often more easily influenced in their religious lives.

"Now we are about organizing a railroad branch among the elevated railroad men in New York. The officers of the company had some hesitation as to how the men would receive the proposition. We said to them, 'We don't want you to determine that question, we will let the men determine that themselves.' Then we asked three or four of the elevated railroad men to meet us, and we talked the matter over with them. They went out with papers, and a week afterwards they had the names of five hundred elevated railroad men agreeing to contribute to the support of the work if the company would provide suitable rooms. (Of course it was in their hours after work they went around to secure these names.) The men said if they had a little more time to go around they could easily secure from fifteen hundred to two thousand names to the proposition. I went down to the Superintendent of the road day before yesterday and asked him, 'How many names do you think we have?' He looked somewhat doubtful at first, but was amazed when I told him our success. I said, 'We want you, if you are interested in this matter, to let us have one man to look after the station men, and another man to look after each of the other departments, the engineers, brakemen, etc., for two days.' He said at once, 'I will set aside those men for two days, or as long as you please. I had no idea that the men were so anxious to have an association of this kind.'

"I find I am talking too long; Mr. Cole, I think, made a mistake by coming to Philadelphia. We want all the best things in New York, because we think New York such an important place, and in some respects more important than Philadelphia. Mr. Cole came to us after a large number of the men had been removed from Thirtieth Street, and a new freight station had been opened at Sixtieth Street; but judge of our surprise when we found that a short time after he came he had secured a larger number of men at Thirtieth Street than had been enrolled there before the change in the location of the roundhouse, etc., had been made. I say this because Mr. Cole comes among you as a stranger. We know him in New York, and we love him. We did not want to spare him, but the pressure in Philadelphia was so strong that we had to let him go. I sincerely trust you will give him the hearty and spontaneous support that we

gave him in New York, and if you do this I doubt not that you will build up here a work even more successful and influential than he was permitted to lead in the accomplishment of there. I wish you in this work God's richest blessing."

Mr. Walter C. Douglas, of St. Louis, being called upon, responded by saying:

"I am not going to detain you very long. I find that something comes a little later on that will probably be more acceptable—not that I care for such things myself. I have a feeble appetite, but my friend Mr. Cole, like Cassius, 'hath a lean and hungry look,' as if he were longing for the last thing on the programme very much. What are we here for? I am assigned as from St. Louis, which is a good thousand miles from here, and here we have these gentlemen from New York, and gentlemen from Philadelphia, and all around. I am pleased to be at the christening of the baby, for this is the youngest railroad organization in the country. I don't believe I ever saw a livelier youngster before.

"Our friend here, Mr. Voorhees, has talked very flatteringly of the Pennsylvania Railroad, and it was very generous. But he doesn't talk that way when he gets back to New York; then he talks quite another way. The New York Central then becomes the biggest road in the land—a four-tracked railroad all the way through New York State."

"I am glad to be with you, for it helps any man to come to Philadelphia, the city of homes, good manners and truth. But now I want to speak about that baby. As a matter of fact, this thing don't stand alone; it is the youngest of the great family of Christian railroad organizations. And I notice another thing in connection with this. When we have a family of children (and I myself have six or seven at home, more or less), when the baby comes we all think it is, not only the prettiest and best of the lot, but the finest in the whole country. I am inclined to think that you believe that way about your baby. It certainly has the best start of any railroad organization that I have ever seen. I assure you we had no such start in East St. Louis. We could not get open air—and I always thought air was free. We could not get open air at our first meeting, for the mob cleaned us out in about ten minutes. We little thought then that the day would come when we would have a building of our own in East St. Louis. And now we have a fine building with a splendid library, bathrooms, reception-rooms, hospital and other rooms; and to keep up this great

organization the men pay in hundreds and hundreds of dollars, and from the railroad corporations we receive five thousand dollars a year.

"When we first undertook this work in East St. Louis, if a man had told me that we should meet with such success, I would have told him he was a fit subject for the lunatic asylum. I would not have believed it. But just see how you start. With everything complete and fully equipped I tell you I expect to hear such reports from the Pennsylvania Railroad Association as will thrill us all.

"Now, this is a part of the vast system of Christian Association throughout the country. I have had the pleasure of visiting many Young Men's Christian Associations in the West, and it was perfectly delightful. I always found the rooms with the latch strings on the outside, and a hearty welcome everywhere. I wasn't a stranger anywhere, but everywhere great, splendid, straight-forward men bid me welcome. No matter where you may go in this country, if you present your card from this Association, you are no longer a stranger, you are just as much at home as though you had lived there all the days of your life. You will find society ready-made for you. And you will find all this at once.

"Well, they are erecting a beautiful building at Bloomington and another at Peoria. I received a letter the other day from the Superintendent of the Chicago & Alton Railroad Company, and he said their building was just blooming—no, the word was 'booming.' And he said it was a race between them which should be the first and which should get the better. Well, that is the way it goes in the West. Out in Streator there was a saloon at the depot that had been the ruin of many a young railroad man. I met a prominent railroad man out there, and he said that not long ago that property was for sale. He said that before anybody else could step in he telegraphed to a director of his Company the facts, and the director telegraphed back to have the property bought. And it was bought, and is now to be used by a Railroad Association. That old saloon that had been the curse of so many men, and had broken so many hearts, and had spoiled so many lives—that curse will be swept away, and in place of it there shall be a building like this, that shall be devoted to the regeneration of men.

"There is no other investment in Philadelphia that will yield so rich a return as this. And I tell you this, that small as it is, it will turn out a great work. We have now from seventy to eighty

Railroad Associations, and the number is fast increasing. You are the baby of the great family of Railroad Associations. I want to bid welcome to the baby, and ask God's blessing upon its future career."

Mr. Nelson Evans, President of the Young Men's Christian Association of Philadelphia, followed Mr. Douglas and said:

"I will not make any lengthy remarks, but simply wish to extend to you, in behalf of the Association, our greetings and congratulations, and say to you that you are all very cordially welcome to the use of our building at Fifteenth and Chestnut Streets. We want you to feel that that place is for you just as much as for us and the two thousand men who belong to the Association in town. We feel that this great city of homes and its Association of two thousand young men needs the help of all good men standing together. And this is one of the ways in which we can make the most of ourselves and help our fellows about us. All of us hope never to realize that we have evil influences about us all the time; but we need not look further than the six thousand saloons of our city to see that we are compassed on every hand with sin and vice. We have to struggle against them. We are all interested in the welfare of Philadelphia. We are like a great family. We cannot ignore our neighbors. My children are being raised, and so are yours, with these evil influences about them; and every man is vitally interested in the moral tone of this city. We have in this railroad branch an agency that is calculated to make our city better to live in; it will be a better city for all people to do business in. It should be my anxiety and yours to make our homes better, and to make the homes of men about us better. It is a good thing to think of, as Mr. Douglas said. We have eleven hundred and forty Christian Associations of this kind in the United States, with a membership of about one hundred and twenty-five thousand. Now we can go to New York, St. Louis and San Francisco, and find there classes of men who think as we do. I remember twenty-three years ago, when walking in the streets of New York, a man called me by name and shook my hand very cordially. I had met him the evening before, but did not suppose he would remember me, and I have never forgotten the interest he took in my personal welfare when I was a young man and a stranger in the city of New York. It was our brother, Mr. McBurney.

"This great brotherhood of one hundred and twenty-five thousand men should stand together, and have it known that we are

honest Christian men. We should do all we can to help others to make our city and our country better. We have such glorious opportunities here, and I know that all of us can make men of ourselves. This fellowship which you, young men and men of middle age, will start here today will make you all very much stronger than you could possibly be without it; and the more you take an active personal interest in the thing, the more satisfaction and pleasure you get out of it."

The time assigned for the exercises of the evening not having expired, at the suggestion of the Chairman and the calls of the assemblage, remarks were made by the following named gentlemen:

By Mr. William J. Latta:

"Gentlemen, you all know that I am not a talker—I am simply a worker." (Applause.)

By Mr. William A. Patton:

"Like my friend, I will make a very short address. I am very glad to be here. My sympathies are fully with you. This new organization has my best wishes, and shall have my cordial support." (Applause.)

By Deloss Everett:

"I will not wait to be called upon; just a moment. Taking a retrospective view of the past twenty years, and comparing the railroad men of twenty years ago with the railroad men of today, the opportunities of that time with the opportunities of today, I think every railroad man in the United States ought to praise God for the advancement and for the opportunities we have today of making ourselves grander and better men. I sincerely hope, in conjunction with those who spoke before me, that every one of us may go out from this meeting with new zeal and new ability, and resolve to make ourselves better men. I earnestly hope and pray that that will be the result of this meeting. I want to say, in conclusion, as far as I am concerned as an employe of the Pennsylvania Railroad, I thank God that I have this opportunity now to testify that there is a power in the name of God to save men under any and all circumstances."

By Rev. J. H. Menges:

"MR. PRESIDENT AND BROTHERS:—I don't know whether I am here as a locomotive engineer or a fireman or brakeman or a clerk. I am exceedingly gratified to be here tonight at this meeting, and in behalf of the citizens of West Philadelphia I congratulate you upon this very favorable occasion. Some two or three years ago an attempt

was made to organize a Christian Association, and it had acquired a considerable amount of interest. But it hadn't the financial backing, which is a very essential thing for an undertaking of this kind, as the brethren know. And now, after some years, the fire, which was kept smouldering in the ashes, has turned into a new flame, and I trust a very successful one, too. I am exceedingly gratified to find that the officials of the Pennsylvania Railroad Company are stepping to the front, and that they are beginning to realize that a railroad, as well as many other institutions, cannot be very well run without acknowledging the religion of Jesus. Already they are knowing it, and by this interest that they are manifesting in this Association we see it.

"How many years did it take the wise men of our nation to learn the proper system of controlling the Indians of this country? Had we fifty years ago come to that idea of educating their children, the nation would not have spent half the money for educating, christianizing and civilizing the Indians that they spent for powder and shot to shoot them down. It took a long time, pardon me, before the officials of the railroads saw the advantage of giving their people every possible opportunity to cultivate the highest kind of morality and the purest kind of religion. And may God bless the officials, and bless the railroad employes, for, after all, they are all employes, from the President down. And may God bind their hearts together with the feeling that they are men standing side by side, and shoulder to shoulder, for the great work that is before them."

By Mr. N. Parker Shortridge:

"I did not expect to have anything to say here tonight. I have been very much interested in all the exercises here, and I must congratulate you on the completion of this grand enterprise. I have no doubt a great deal of good will come from it, and I can assure you that every member of the Board of Directors of the Pennsylvania Railroad Company, from its President down (and let me say to you here, and I think I know something about it, that he works certainly as hard as any of us), are cordially with you in this idea, as well as my friend Mr. Morris, who I believe is the oldest employe in the service. I came here tonight to see the beginning of this work, and I have no doubt it will do a great deal of good among the railroad men. I can assure you that when a man is wanted for a position, the man who is a Christian, who is honest, and who has a good record stands a better chance than any other man."

By Mr. Wistar Morris:

"I wish to say to you that it has been a great pleasure to me to be with you this evening, and I congratulate you upon the nineteenth of May as being the dawn of a day upon which I hope the sun may never set."

Thus the young Department which had been conceived at 116 North Thirty-fourth Street on May 1, 1877, and born at Christ Methodist Church, Thirty-eighth and Hamilton Streets, on March 11, 1886, was christened under the most favorable auspices at 3607 Haverford Street on May 11, 1887. The attendance, at the christening, of leading railroad officials and Christian workers, and the wide scope of the addresses, filled as they were, with brotherly love, experience, advice, sympathy and promised aid, created an enthusiasm which rooted itself deeply and has permeated the Department throughout its career.

The years that followed in that building were years of toil and earnest effort by the band of faithful pioneers who possessed not only the spirit of optimism but of altruism. Immediately after the opening of the building new members began to come in from all branches of the railroad service, and the work started along the lines of "Finance," "Library," "Physical Development," "Education," "Entertainment," "Sick Visitation" and "Religious Training." By June 30, 1887, over four hundred volumes had been donated, and formed the nucleus of the splendid library now in possession of the Department.

On August 3, 1887, Mr. Frank H. Gregory was engaged as Assistant Secretary to take the place of Mr. H. B. Rankin who had resigned. Mr. Gregory entered at once upon his duties, and no person entered the building without receiving a kindly greeting and a proffer of service, the outward expression of his heart, which was overflowing with a deep love for humanity. Mr. Gregory still remains in the service as General Secretary of the Railroad Department at Harrisburg, Pennsylvania.

To bring the home and family into close affiliation with the work of the Department, one of the earliest and very significant provisions at the initiative and under the leadership of Chairman Keesberry, was the formation of the Woman's Auxiliary, composed of the wives, daughters and dependent female relatives of members, and a "Boy's Department" for boys between the ages of ten and sixteen years, sons of members. Thus, at the outstart, there were brought into harmony of purpose and action fathers, mothers, sons,



CHARLES G. CADWALLADER,
Chairman, 1889-91, 1892-93.

daughters, brothers and sisters of the railroad community. These two subordinate organizations have had an important bearing and lasting influence on the progress and prosperity of the Department. No greater work could have been installed at that time, for it was the corner-stone in the arch of success.

At the close of the year 1887, there were 294 names enrolled as members of the Department, classified as follows:

Life.....	5
Active.....	85
Associate.....	145
Sustaining.....	59
 Total.....	 294

The life members and their contributions were:

J. N. Du Barry.....	\$100
Wistar Morris.....	100
N. Parker Shortridge.....	100
H. H. Houston.....	250
George W. Childs.....	100

Mr. Shortridge alone survives (1910).

The active members were divided denominationally:

Baptist.....	22
Christian.....	1
Episcopalian.....	8
Lutheran.....	12
Methodist.....	18
Presbyterian.....	21
Reformed.....	2
United Presbyterian.....	1
 Total.....	 85

January 1, 1888, Messrs. William A. Patton, Solomon G. Grone, Samuel D. Wilson, J. C. Gilmore, Naylor C. Davis, Richard Downes, John M. Jones and Harry W. Hoot were added to the Committee of Management, and Deloss Everett, having retired from the Company's service, was withdrawn.

During the time the Department was housed at 3607 Haverford Street, from 1887 to 1893, as each year passed the work broadened and adapted itself more fully to existing conditions, preju-

dices were gradually overcome and progress was made with a perfect steadiness. On the first day of January, 1889, the Department entered on the publication of the *Pennsylvania Railroad Men's News*. It was issued monthly as a four-page newspaper until August, 1891, when it was discontinued. It reappeared in magazine form in September, 1891, and its publication continued in that form until December, 1901, when it was discontinued. Its issue in magazine form was as follows:

1891. September, October, November and December.
1892. Eleven numbers, November and December being combined.
1893. Six numbers, January, June, July, August, September and October.
1894. Eleven numbers. No issue for February.

1895 to 1901, both inclusive, the issue was monthly.

The *News* was established in the early and struggling days of the Department as a means for promoting the latter's growth. In its aims it was missionary, educational and to some extent literary.

It created many friends for the Department and itself, not only in Philadelphia and along the lines of the Pennsylvania Railroad Company, but in many States and nations. It was read in the woods of Maine and where the balmy breeze of the gulf of Mexico blows; in the cities of the Atlantic Coast, the deep recesses of the Rocky Mountains, and where the Pacific flows. It crossed the oceans and lodged in Europe, Asia and the isles of the sea. It was a welcome visitor in the households of the rich and poor, of the educator and the student, of the capitalist, the artisan and the laborer; it penetrated the wards of the hospitals and the gloomy cells of prisons. Private, college, municipal, State and national libraries have bound volumes of it on their shelves, and the Department has a pardonable pride that in the fulfillment of its destiny it proved a success. When the Department became full grown, handsomely housed, well organized and doing splendid work in all its various lines of endeavor, the necessity for an organ for promotion no longer existed; and as the publication of a magazine was not one of the vital functions of the Department, the publication of the *News* was discontinued.

On November 14, 1889, Mr. J. A. Keesberry resigned as Chairman of the Department to assume the post of General Secretary; he was succeeded as Chairman by Charles G. Cadwallader, who from the beginning had been an enthusiastic and earnest worker in the cause. Mr. Keesberry's work as General Secretary was doomed to



GEORGE H. GRONE,
Chairman, 1891-1892.

a short life, for unfortunately his health failed, and on that account he was compelled to resign the position, which he did on December 31, 1889, causing the business for the year 1890 to open with a handicap. Progress was considerably delayed before a competent successor was secured; that difficulty, however, was overcome on March 15, when Mr. William N. Multer was inducted into the position. Mr. Multer had been well trained for the duties, and for some years had been Assistant State Secretary for the Young Men's Christian Associations of Pennsylvania, wherein he had familiarized himself with railroad association work throughout the State. The Department felt a new impulse on his advent, and entered upon a renewed, enthusiastic life along all the lines of its activities, and special efforts were directed toward building up its membership and organizing for a building campaign. At that time the membership consisted of 113 active and 260 associate, a total of 373 members; by June 1, 1890, that total had swollen to 438. From that time forward the limitations of the location and of the quarters preventing the enlistment of any large number of railroad men or the desired expansion of the work of the Department became daily more and more apparent, and the work to a great extent for the next few years became subordinate to the canvass for an enlarged and permanent home. In the early summer of 1890 some of the members, in their overzealous loyalty and adhesion to the Pennsylvania Railroad Company, started an agitation for the secession of the Department from the organization of the Young Men's Christian Association of Philadelphia and forming an independent railroad association. Their efforts succeeded so far that a committee was appointed to confer with the railroad officials in furtherance of promoting the object. The Committee met Mr. Charles E. Pugh and Mr. William J. Latta, representing the Company, who, voicing the sentiments of the executive management, emphatically set the seal of disapproval upon the project, which then and there ceased to be agitated.

As mentioned above, the necessity for more room to conduct the different activities of the Department claimed the attention of the Committee of Management and its friends. The number of railroad men who could be reached was out of all proportion to the number of those who could be accommodated in the restricted quarters. Looking forward to increased housing room, James S. Stackhouse and Henry W. Hoot were, on February 13, 1890, appointed a committee to confer with the officers of the Pennsylvania Railroad Company and ascertain if, in the plans then being prepared for a new

general office building to be erected at Broad and Market Streets, provision could be made to house the Department therein. This being deemed impractical by the Company, the subject was dropped. Other suggestions in other directions were taken up, but produced no results. In the early summer a committee called upon William J. Latta, General Agent, for his advice and counsel in relation to the very unsatisfactory condition of the finances of the Department. Mr. Latta had been a member of the advisory board from the time of organization and an active adviser and helper in the movement. He advised the committee that the surest way of improving the financial conditions would be to secure a large building, and suggested one of a magnitude which up to that time had not been dreamed of as being within the bounds of possibility. He was a man of rare abilities and of clear and correct intuitions, and one who had by the force of his character raised himself from the position of telegraph operator to that of General Agent of the Pennsylvania Railroad Company, wherein he became a close and wise adviser of the Company's management. An optimist with unbounded resourcefulness and undaunted courage, success seemed to crown his every effort. He was deeply attached to the rank and file of the Company's employes, and there was no task so difficult that he would not assume, nor barrier so formidable that he would not undertake to remove, so that their lives might be made brighter, happier and more useful. He met the committee in that splendid altruistic spirit which characterized him, and outlined the plans of action. The committee reported the result of their interview to a special meeting of the chairmen of committees on Thursday evening, August 28, 1890. The minutes of that meeting read as follows:

Meeting opened by singing hymns 105, 162 and 224, followed by a fervent prayer by Brother Pheneger of gratitude to our Heavenly Father for sparing us all to meet in safety after our summer vacation; for his raising up such friends to our Association as Mr. Latta and Mr. Morris in our time of need.

Members present:

Cadwallader, Keesberry, Jacob Myers, G. H. Grone, Pheneger, McMinn, Middleton, Megary, W. H. Freas, Daniel Freas, George, Senior, Lofin, Conk, Kilgore, Thompson, Zepp and Davis.

It was deemed the sense of the meeting that in due time a committee representing one member from each department of our Company—passenger, freight, shop, telegraph, clerical force, engineers, trainmen, etc.—wait upon General Agent Latta to urge his kind

offices to hasten our securing a building large enough to meet our wants.

The committee provided for in the foregoing was immediately selected in consultation with Mr. Latta, and shortly afterwards met in conference with him. From that time forward he actively, but unofficially, headed the movement and organized the forces, both inside and outside of the membership, to carry the campaign for securing a building to a successful conclusion. Partaking of his spirit and enthusiasm, the members became optimistic and worked unceasingly in the cause. Mr. Latta called upon Mr. George B. Roberts, President of the Road, laid his plans before him, and secured a promise that the Company would provide the grounds for a building and make a donation towards the cost of its erection.

The promise of Mr. Roberts was carried out, as the subsequent action of the Board of Directors of the Pennsylvania Railroad Company, held in the board room, January 25, 1893, shows. That action is contained in the following extracts from the minutes of the board.

THE PENNSYLVANIA RAILROAD COMPANY.

OFFICE OF THE SECRETARY, PHILADELPHIA.

I HEREBY CERTIFY That the following is a true and correct copy from the minutes of action had at a meeting of the Board of Directors of the Pennsylvania Railroad Company, held at the office of the Company, in the city of Philadelphia, on the twenty-fifth day of January, 1893, namely:

WHEREAS, An organization has been formed by employes of this Company for the purpose of promoting evangelical religion and improving the spiritual, mental, social and physical condition of such employes, entitled "The Pennsylvania Railroad Department of the Young Men's Christian Association," which organization, for the purpose of better effectuating its purposes, is desirous of securing appropriate buildings eligibly located;

AND WHEREAS, This Company is desirous of promoting such organization and furthering its purposes as above recited;

Now Therefore Resolved, That this Company hereby dedicates to the sole and exclusive use of the Pennsylvania Railroad Department of the Young Men's Christian Association, consisting wholly of employes of this Company, or of companies operating on its lines or closely affiliated in interest with it, that certain tract of land situate at Fortieth Street Station, bounded and described as follows:

All that certain lot or piece of land situate in the Twenty-fourth

Ward, in the City of Philadelphia and State of Pennsylvania, BEGINNING at the Northeast Corner of Forty-first Street and Westminster Avenue as laid down on the plan of the said City of Philadelphia; and extending thence Northward along the Eastern Side of the said Forty-first Street, one hundred and forty-eight feet four inches to a point; thence Southeastward parallel with the centre line of the Pennsylvania Railroad one hundred and eighty-nine feet to a point; thence Southward at right angles with the said Westminster Avenue sixty feet to a point; thence Westward along the Northern line of the said Westminster Avenue one hundred and eighty feet to the place of beginning, with the right to said Department to erect and maintain thereon a building or buildings suitable for the purposes of such Department.

Such dedication, however, to be upon the following terms and conditions:

1. That said Department shall use said land and the buildings thereon exclusively for the purposes aforesaid; shall maintain and preserve the same in good order and condition; shall promptly pay and discharge all taxes or charges in the nature of taxes, and assessments for municipal claims, which may be assessed upon or levied against the said lot of ground or the buildings thereon, including gas and water bills and sewer rents; shall keep the same free of liens of mechanics and material men; and shall keep the said buildings adequately insured; and that upon any substantial failure to comply with any of these conditions, then this dedication shall, at the option of this Company, cease and terminate, and this tract of land, with the improvements thereon, shall become the sole property of this Company, and may be at once taken possession of by it discharged from such dedication, and without liability to make compensation for the improvements placed thereon by said Department.

2. This Company shall have the right at any time after twenty years from 1st day of January, 1893, to terminate this dedication, and become possessed of said tract of land, with the improvements thereon, upon giving one year's notice of its purpose so to do, and upon paying to the said Department, or depositing to its credit with a reputable trust company of the city of Philadelphia, a sum not exceeding \$25,000 or some less sum as shall equal the then value of the improvements erected by the said Department upon such tract of land under this dedication.

3. This dedication, if not terminated sooner under the conditions and provisions above recited, shall absolutely cease and ter-

minate at the end of ninety-nine years from the first day of January, 1893, without notice, and without liability on the part of this Company to pay for the improvements.

Resolved, That the President be authorized to have prepared, duly executed under the corporate seal of this Company, duly acknowledged and recorded, such written evidence of this dedication, and the terms thereof, as he may be advised is necessary, to effectuate the purposes and secure the conditions set out and described in the last foregoing resolution.

Resolved, That the resolution passed at the meeting of this Board held November 9th, 1892, in reference to the lease of said tract of land, be, and the same is hereby rescinded.



Attest:

(Signed by) J. C. SIMS,

Secretary.

THE PENNSYLVANIA RAILROAD COMPANY.

OFFICE OF THE SECRETARY, PHILADELPHIA.

I HEREBY CERTIFY That the following is a true and correct copy from the minutes of a resolution adopted at a meeting of the Board of Directors of the Pennsylvania Railroad Company, held at the office of the Company, in the City of Philadelphia, on the twenty-fifth day of January, 1893, namely:

Resolved that the General Manager be and he is hereby authorized to donate, for and on behalf of this Company, the sum of ten thousand dollars to the building fund of the proposed new building of the Pennsylvania Railroad Department of the Young Men's Christian Association, to be erected on the lot of ground at Forty-first Street and Westminster Avenue, West Philadelphia, dedicated to the uses of said Department by action of this board of directors adopted January 25, 1893, provided the necessary amount is subscribed to complete the building, \$5,000 of said sum to be paid when the foundation walls of said building are finished, and the balance to be paid when the roof thereon has been completed.



Attest:

(Signed by) J. C. SIMS,

Secretary.

Mr. Latta called around him a number of railroad men, and at a meeting of whom in his office in the late fall of 1890 started a building fund by requesting those present to subscribe then and there such sums as they thought they could conveniently spare. The request was promptly and cheerfully met by each one present, and quite a sum of money was pledged, forming the nest-egg for the large sum of money that was afterwards raised. With this in hand Mr. Latta named the following a building committee, whose efforts were to be directed towards securing a proper building:

BUILDING COMMITTEE.

JAMES S. STACKHOUSE, *Ticket Receiver*, Chairman.

CHARLES E. PUGH, *General Manager*.

WILLIAM J. LATTA, *General Agent*.

JOSEPH T. RICHARDS, *Assistant Chief Engineer*.

W. D. GARRETT, *Master Mechanic*.

A. FELDPAUCHE, *Architect*.

SOLOMON G. GRONE, *Station Master*.

SAMUEL H. WALLACE, *Ticket Agent*.

WILLIAM A. PATTON, *General Assistant to the President*.

WILLIAM H. GEORGE, *Telegraph Operator*.

ALFRED McMENN, *Locomotive Engineer*.

E. W. KILLEY, *Locomotive Engineer*.

B. F. BUFFINGTON, *Superintendent Roundhouse*.

WILLIAM B. WILSON, *Freight Agent, Kensington*.

SAMUEL J. BARCLAY, *Superintendent, Mantua Transfer*.

The year 1891 was largely occupied in perfecting plans and arranging the details for a rapid canvass for securing funds. The management of the Department for the year was entrusted to the following:

Chairman, GEORGE H. GRONE.

Vice-Chairman, DANIEL W. FREAS.

Recording Secretary, WILLIAM H. GEORGE.

Treasurer, J. A. KEESBERRY.

Secretary, WILLIAM N. MULTER.

Assistant Secretary, G. H. MIDDLETON.

CHAIRMEN OF COMMITTEES.

Executive, CHARLES G. CADWALLADER.

Library, W. H. BARRON.

Educational, G. H. MARCY.

Entertainment, W. H. FREAS.

Membership, G. W. GILL.

Sick Visiting, D. W. FREAS.

Boarding House, N. L. PHENEGER.

Reception, JOHN ERSKINE.

Religious Work, J. A. KEESBERRY.

Publication, J. A. KEESBERRY.

LADIES' AUXILIARY.

Chairman, MRS. E. W. KILLEY.

Vice-Chairman, MRS. E. W. CUBBERLY.

Secretary, MRS. G. W. GILL.

Treasurer, MRS. B. B. THOMPSON.

LYCEUM.

Chairman, W. H. FREAS.

Vice-Chairman, MRS. B. B. THOMPSON.

Secretary and Treasurer, J. W. COX.

Editor, G. H. MIDDLETON.

Assistant Editor, MISS BAIR.

The designating titles of the above committees show the scope of the Department's activities for the year. The results are shown in the report of Chairman Grone, which contains the following:

"The present building has, however, been adequate for much valuable work, and in it has been shown experimentally what railroad men can do for their own benefit and advancement along social, intellectual and religious lines. The extent of work in every direction has been limited only by lack of space. In each line it has been good in quality and successful.

"Such of the men as felt the need of religious associations and helps found it here free from all sectarianism, and congenial, because it was the fellowship and experience of railroad men that underlay it all. Unobtrusive, yet earnest, it has been a power for good.

"The total attendance at the Tuesday evening cottage meetings for the year was 295; daily prayers had an attendance of 397; the

Sunday afternoon meetings for railroad men and their families were attended by 1883. During the last three months there were 33 present at social Bible study. There were three special meetings held during the year with an attendance of 2500. Two meetings were held for boys, with an attendance of 16, making a total attendance at our religious meetings during the year 5124. It affords us great pleasure to report the spiritual interests well maintained, and close the year's work feeling much encouraged.

"The intellectual department has been so successful during the past, and the classes so well attended, that after carefully considering the wants of the railroad men, it was determined, in connection with the penmanship, arithmetic, bookkeeping, stenography and typewriting, which are being taught, to organize a class in mechanical draughting, and that no mistake was made in forming this class has been proved by the attendance; the total attendance upon educational classes was 461, which is included in the short winter term alone. Our library, we are pleased to note, is still growing, and in order to accommodate the 108 new books received during the year, we were compelled to secure a new set of shelving. That our members appreciate good literature is fully demonstrated by the fact that 1034 books were drawn during the year. The reading-room and the 42 newspapers and magazines continue to attract many railroad men and their friends. The Lyceum, with its mock trials, recitations, etc., was much enjoyed by the 765 persons who attended, and has been very beneficial to our aspiring orators.

"Our monthly magazine has reached a point where we feel that it is second to none devoted to association work, and it is a source of great satisfaction to know that the officers and employes of the Company appreciate it, and that the press of this State and New Jersey have spoken of it in the highest terms. It has come to be recognized as the organ of work for a large section, and the Pennsylvania State Committee has authorized a direct subscription for a large number of copies for general use in the State.

"The social department has been fully provided for, and the entertainments given were of a character that would tend to elevate the morals, entertain and instruct at the same time; and while the attendance was 1985, it would have more than doubled that figure but for the cramped condition of our rooms, which necessitated our turning many friends away, as they could not gain admittance to the lecture-room.

"The Ladies' Auxiliary, with a complete corps of officers, has

proven a great help to the Department, and our members are very grateful for their kind efforts to make our rooms home-like and provide pleasant receptions for the men.

"The general attendance during the year was as follows:

Daily visitors.....	13,212
Committee meetings.....	520
Religious meetings.....	5,124
Secular meetings.....	2,446
 Total.....	 21,302

"The limitation upon our work, and the fact that many were unable to get in at entertainments, have necessarily affected the membership, but in spite of this it has begun again to increase, and we close the year with 171 members in good standing.

"The financial question in the past has been one that has caused considerable anxiety, as we have been carrying a floating debt since our organization, which it seemed impossible to wipe out, but this, too, has been one of the recent great advances of the work. Through the kindness of the officers of the Pennsylvania Railroad Company we are able to close the year 1891 free of debt, and start 1892 with a clean sheet."

1892.

The Department organization for 1892 was as follows:

Chairman, CHARLES G. CADWALLADER.

Vice-Chairman, JAMES S. STACKHOUSE.

Recording Secretary, WILLIAM H. GEORGE.

Treasurer, WILLIAM B. WILSON.

Secretary, WILLIAM N. MULTER.

Assistant Secretary, G. H. MIDDLETON.

CHAIRMEN OF COMMITTEES.

Executive, CHARLES G. CADWALLADER.

Finance, GEORGE R. HOWELL.

Library, W. H. BARRON.

Educational, G. H. MARCY.

Entertainment, N. C. DAVIS.

Publication, WILLIAM H. GEORGE.

Membership, GEORGE H. GRONE.

Sick Visiting, DANIEL W. FREAS.

Reception, W. H. FREAS.

Religious Work, WILLIAM H. GEORGE.

The officers for the Ladies' Auxiliary and the Lyceum were the same as in the preceding year.

Home building was the keynote for the year, and although the definite work of the Department was more or less subordinate to that project, its activity was not materially diminished.

Early in the year the Advisory Board, to which Mr. William A. Patton had been added, met and recommended that the Department erect a building suitable for its purposes. The Building Committee, taking up the recommendation of the Board, at a meeting in May adopted the plans prepared by Thomas P. Lonsdale, an able architect. At the same meeting the members of the committee personally pledged themselves for a sum of money aggregating \$950 to be applied to construction purposes. It was also in May that the Board of Managers of the Young Men's Christian Association of Philadelphia made to the Department an appropriation of \$5000 for the same purpose. With this encouragement a Committee on Finance was appointed as follows:

George R. Howell, agent, Washington Avenue and Broad Street; W. B. Wilson, agent, Kensington; S. C. Pearson, chief clerk, Seventeenth and Market; Samuel J. Barclay, agent, Mantua Transfer; George H. Morrison, chief clerk, Thirtieth and Market; J. S. Stackhouse, ticket receiver, Broad Street Station; R. I. Heim, chief clerk, 233 South Fourth; George H. Grone, clerk, Broad and Washington Avenue; Elijah Pugh, R. W. Marshall, Joseph M. Cardeza, J. R. Erringer, D. T. A.; M. K. Reeves, chief clerk, 233 South Fourth; H. J. Fillman, D. T. A.; Mr. Hackett, D. T. A.; James McConkey, chief clerk, Thirty-second below Market; R. L. Hannum, yard master, Greenwich Coal Piers; S. G. Grone, station master, Broad Street Station; I. W. Van Houton, superintendent, West Philadelphia shops.

This committee met in June, and electing Robert S. Beatty, agent at Engelside, as its chairman, appointed the following sub-committees to make a thorough canvass for funds, with authority to each sub-committee to make as many sub-divisions as would expedite the work:

SUB-COMMITTEES ON FINANCE.

FOURTH STREET OFFICE.

J. S. Stackhouse, *Chairman.*

W. A. Patton,
John M. Harding,

R. I. Heim,
George H. Grone.

PASSENGER STATIONS.

S. H. Wallace, *Chairman.*

S. G. Grone,	R. W. Marshall,
Joseph Cardeza,	George B. Cramer.

FREIGHT-TRAIN MEN.

S. C. Pierson, *Chairman.*

R. L. Hannum,	A. McMinn,
James McConkey,	C. H. Senior,
J. G. Gilmour,	B. F. Miller.

INSPECTORS, YARD AND TRACK MEN.

W. H. Barron, *Chairman.*

Carver McMinn,	G. W. Albright.
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FREIGHT STATION MEN.

W. B. Wilson, *Chairman.*

James Hackett,	J. F. Myers,
George Morrison,	N. C. Davis.

OPERATORS AND LEVERMEN.

W. H. George, *Chairman.*

D. W. Freas,	G. W. Gill,
	W. H. Freas.

OUTSIDE OF EMPLOYES.

C. G. Cadwallader, *Chairman.*

W. J. Latta,	Elijah Pugh,
C. E. Pugh,	A. Feldpauche,
G. R. Howell,	W. H. Hammersly,
	W. N. Multer.

ROUNDHOUSES AND SHOPS.

H. D. Garratt, *Chairman.*

I. W. Van Houten,	Charles Knapp,
R. F. Buffington,	Mr. Peacock,
A. W. Shannon,	B. F. Kennedy,
John L. Elder,	E. W. Killey,
Frank Farrell,	Wm. Jackson,
	Thomas A. Sherin.

The canvass for funds was now on, and before it was completed 280 railroad men were actively engaged in it. The committee, inspired by the promised subscription of \$10,000 by the Pennsylvania Railroad Company, the amount appropriated by the Young Men's Christian Association and that pledged by the members of the committee, entered enthusiastically on the canvass. By the end of August generous responses had been made by 3000 persons, and by October 3800, while the close of the year found the subscription lists containing 4200 names and the Department with sufficient cash in hand and pledged amounts to warrant it in making final arrangements for the erection of the building.

Notwithstanding the activity of the building canvass the usual work of the Department was uninterrupted, and that of the fall and winter was carried on with renewed energy. The scope of the latter is shown in the following prospectus for that period:

PROSPECTUS.

Fall and Winter, 1892-1893.

THE DEPARTMENT has conducted Education Classes, fitting men for their work, aiding them in securing work, preparing men for better positions, proven its value to every aspiring railroad man.

THE EDUCATIONAL FEATURES.—N. C. Davis, who has been so successful with classes in Stenography during the past years, has been secured as instructor for the coming season. Particular attention will be paid to beginners. The progress scholars make in one season, under Mr. Davis' instruction in Stenography, is remarkable.

TYPEWRITING is taught at the same time and by the same instructor. Machines provided.

J. J. SPARLING, Professor of Bookkeeping and Penmanship in Prickett's Business College, will instruct the classes both in Penmanship and Bookkeeping during the season.

LEON LONG, draughtsman in the West Philadelphia shops, will have charge of the class in Mechanical Draughting. This is an opportunity to learn practical work from a practical workman—just what you want.



WILLIAM J. LATTA,
Chairman, 1893-1899.

In all these classes we will require that there shall be 10 names of students registered at the opening of the classes or before, and that the number in attendance shall average at least 8 each evening.

THE LIBRARY contains 800 volumes, and is open to all members. Books may be sent to the rooms, and others returned to any point in the section of Philadelphia by railroad service.

THE LITERARY SOCIETY has been the centre of attraction to a large number of the men who like argument, and this season has in mind to make the battles still hotter than any before.

Monday evening.....	Cottage Meeting.
Tuesday evening.....	{ Stenography. Lyceum.
Wednesday evening.....	Open.
Thursday evening.....	Mechanical Drawing.
Friday evening.....	{ Bookkeeping. Penmanship. Arithmetic.
Saturday evening.....	Bible Study.
Sunday afternoon, at 4.15, Gospel Meeting for railroad men and their families.	

1893.

The year 1893 opened with a bright outlook for the future, and the strength of the movement was shown in the reorganization which was effected March 16. The organization was as follows:

BOARD OF MANAGEMENT.

WILLIAM J. LATTA, General Agent, P. R. R., *Chairman.*

W. B. WILSON, Superintendent Mantua Transfer, *1st Vice-Chairman.*

C. G. CADWALLADER, Assistant Ticket Agent, P. R. R., *2d Vice-Chairman.*

J. Q. A. HERRING, Manager Adams Express Co., *3d Vice-Chairman.*

GEORGE H. GRONE, Clerk, P. R. R., *4th Vice-Chairman.*

J. B. STAUFFER, Broad Street Station, *Treasurer.*

W. H. GEORGE, Telegraph Operator, P. R. R., *Secretary.*

BOARD.

Jos. T. RICHARDS, Engineer Maintenance of Way, P. R. R.
R. S. BEATTY, Agent, P. R. R., Engelside.
J. S. STACKHOUSE, Ticket Receiver, P. R. R.
S. G. GRONE, Station Master, Broad Street.
C. H. SENIOR, Road Foreman Engines, P. R. R.
ROGER HENDLEY, Architect, P. R. R.
A. McMENN, Locomotive Engineer, P. R. R.
FRANK FARRELL, Locomotive Engineer, P. R. R.
B. B. THOMPSON, Conductor, P. R. R.
SAMUEL KNOWLES, Conductor, P. R. R.
H. M. FORBES, Adams Express Co.
J. O. HARRISON, Adams Express Co.
N. C. Davis, Stenographer, P. R. R.
D. W. FREAS, Assistant Yard Master, P. R. R.
W. H. BARRON, Assistant Yard Master, P. R. R.
CARVER McMENN, Foreman of Repairs, P. R. R.
E. H. KILGORE, Assistant Post-Master, P. R. R.
J. A. KEESBERRY, Car Record Office, P. R. R.
GEO. H. MARCY, Engineer, P. R. R.
T. A. SHEERIN, Fireman, P. R. R.
WM. JACKSON, Fireman, P. R. R.
W. H. FREAS, Leverman, P. R. R.
JOHN A. THOMPSON, Maintenance of Way, P. R. R.
GEO. M. STEWART, Assistant Foreman Smith Shop, P. R. R.
R. F. BUFFINGTON, Roundhouse Foreman, P. R. R.
MICHAEL BACHERT, Pennsylvania Railroad Shops.
A. E. LOVETT, Pennsylvania Railroad Shops.
SAMUEL MANSFIELD, Assistant Yard Master, P. R. R.
W. N. MULTER, *General Secretary.*

COMMITTEES.

Executive Committee.

Charles G. Cadwallader,	George H. Grone,
<i>Chairman.</i>	James S. Stackhouse,
William B. Wilson,	William H. George,
William A. Patton,	Solomon G. Grone,
	Robert S. Beatty.

Finance Committee.

R. S. Beatty,	Jos. Cardeza,
<i>Chairman.</i>	D. R. Erringer,
W. B. Wilson,	James McConkey,
S. C. Pearson,	R. L. Hannum,
G. H. Morrison,	S. G. Grone,
J. S. Stackhouse,	I. W. Van Houten,
R. I. Heim,	A. Feldpauche,
M. K. Reeves,	W. H. Hammersley,
G. H. Grone,	J. Q. A. Herring.

Membership Committee.

G. H. Grone,	D. S. Bradin,
<i>Chairman.</i>	B. F. Miller,
T. A. Sheerin,	Chas. Mann,
J. A. Keesberry,	J. C. Newberry,
H. O. Bender,	B. B. Thompson,
C. H. Senior,	F. D. Kinney,
R. L. Hannum,	S. G. Grone,
Jno. Erskine,	W. H. Barron,
W. H. Freas,	Wm. Megary,
G. W. Gill,	Jos. Farrell,
Frank Farrell,	W. O. Blood,
E. W. Killey,	H. M. Forbes,
H. J. Kromer,	Wm. H. Connelly,
T. E. Riley,	J. M. Thompson,
W. H. Hammersley,	R. I. Heim,
Roger Harkinson,	D. W. Cox,
Wm. Jackson,	H. P. Bloom,
Wm. Smith,	E. F. Peacock,
Justice Law,	W. F. L. Vandell,
J. W. Cox,	L. S. Morrison,
E. H. Kilgore,	L. L. Tilton,
C. C. Kinney,	Peter Snyder,
Walter Berry,	E. C. Green,
J. O. Harrison,	A. McMinn,
Lewis Morrison,	Chas. W. Valentine,
Samuel Isling,	W. S. Murphy,
Carver McMinn,	A. Hughs,

H. Fondersmith.

Educational Committee.

Geo. H. Marcy, <i>Chairman.</i>	J. W. Cox, Jesse Crouse,
W. J. Lawson, <i>Secretary.</i>	Roger Harkinson, Wm. Kilgore,
	H. J. Kromer.

Building Committee.

J. T. Richards, <i>Chairman.</i>	S. H. Wallace, W. Hammersley,
Roger Hendley, A. Feldpauche, C. E. Pugh, J. Q. A. Herring, H. D. Garrett,	S. G. Grone, A. McMinn, J. S. Stackhouse, W. B. Wilson, C. G. Cadwallader,
	I. L. Cummins.

Fitting and Furnishing Committee.

J. Q. A. Herring, <i>Chairman.</i>	C. Y. Vandergrift, Mrs. B. B. Thompson,
C. G. Cadwallader, G. H. Grone, R. S. Beatty, Roger Hendley, S. C. Pearson, H. M. Forbes, G. R. Howell, F. H. Meyers, J. C. Webb,	Mrs. G. W. Gill, Mrs. Frank Farrell, Mrs. W. H. George, Mrs. W. Seery, Miss Ida Curl, Mrs. Booz, Mrs. W. N. Multer, Mrs. C. G. Cadwallader, Mrs. E. C. Johnson.

Publication Committee.

W. B. Wilson, <i>Chairman.</i>	J. W. Cox, J. W. Thompson.
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Library Committee.

W. H. Barron, <i>Chairman.</i>	John Erskine, T. A. Sheerin.
D. W. Freas,	

Religious Work Committee.

W. H. George,	Jno. Erskine,
<i>Chairman.</i>	E. H. Kilgore,
Wm. Jackson,	J. W. Cox,
<i>Secretary.</i>	Philip Raininger,
W. H. Barron,	Chas. Knapp,
T. A. Sheerin,	B. B. Thompson,
D. W. Freas,	W. H. Freas,
J. A. Keesberry,	W. K. Schroeder,
G. H. Grone,	S. D. Mansfield,
	John Downs.

Sick Visitation Committee.

D. W. Freas,	W. H. Freas,
<i>Chairman.</i>	Jno. Erskine,
J. A. Keesberry,	J. W. Cox,
<i>Secretary.</i>	H. J. Flood,
T. A. Sheerin,	R. B. Berry,
Frank Farrell,	Chas. Knapp,
Wm. Jackson,	B. B. Thompson,
J. W. Hingley,	C. H. Senior,
A. McMinn,	W. H. Barron,
Samuel Knowles,	H. J. Kromer.

Literary Committee.

W. L. Megary,	J. W. Cox,
<i>Chairman.</i>	W. H. Freas,
W. H. George,	G. H. Marcy.

Entertainment Committee.

N. C. Davis,	Wm. Nassau,
<i>Chairman.</i>	C. C. Kinney,
W. L. Megary,	W. H. Barnes,
G. M. Kern,	Robt. Hammersley,
G. H. Grone,	G. S. Morrison,
S. W. Crowe,	Wm. A. White.

Reception Committee.

C. G. Cadwallader,	W. H. Johnson,
<i>Chairman.</i>	Wm. Jackson,
Frank Barber,	W. H. Kilgore,
<i>Secretary.</i>	Geo. R. Howell,
J. W. Cox,	A. McMinn,
N. C. Davis,	W. K. Schroeder,
Jno. Erskine,	T. A. Sheerin,
W. H. Freas,	Roger Harkinson,
Frank Farrell,	Walter Barry,
S. G. Grone,	J. A. Keesberry,
	R. F. Buffington.

Junior Department Committee.

J. A. Keesberry,	G. R. Howell,
<i>Chairman.</i>	G. H. Marcy,
N. C. Davis,	D. W. Freas,
<i>Secretary.</i>	E. H. Kilgore,
	W. L. Megary.

Advisory Committee.

N. P. Shortridge,	B. B. Comegys,
<i>Chairman.</i>	W. H. Barnes,
W. J. Latta,	H. D. Welsh,
Hon. John Scott,	R. W. Smith,
W. A. Patton,	J. C. Sims,
	Chas. E. Pugh.

On the 25th of January the Board of Directors of the Pennsylvania Railroad Company formally made dedication of the grounds at Forty-first Street and Westminster Avenue, and appropriated ten thousand dollars towards the erection of the Department's building thereon (see pages 35-37). on March 23, Joseph T. Richards, Chairman of the Building Committee, reported the completion of the plans and letting of the contract for construction. Work of excavation for the foundations was ordered to start on May 1. In anticipation, on the evening of April 27, Daniel W. Freas, Carver McMinn, Branson Thompson, William H. Freas and William N. Multer went voluntarily on the ground, where, after prayer said by Mr. Multer, Mr. D. W. Freas cast up the first shovelful of dirt.



DANIEL W. FREAS,
Who cast the first shovel of dirt from excavation for the Main Building.

The last general meeting of the Department at 3607 Haverford Street was that of the commencement of the educational classes held on the evening of April 18. The number of persons assembled was so large that the capacity of the building was taxed to the utmost, while many persons had to turn away, being unable to gain admission. In the absence of Chairman Latta, Mr. William B. Wilson, First Vice-Chairman, presided, and opened the exercises by saying:

“The Chairman of our Department, Mr. William J. Latta, has been debarred by previous engagements, which could not be annulled, from being present with you tonight. He, however, congratulates the Committee on Educational Classes and the tutors for the patience and faithfulness with which, under very adverse circumstances, they have pursued the work they had undertaken, and on the grand results which have ensued, and which are so apparent tonight.

“He also congratulates the students on the wisdom of their choice of studies, for their attention, their application, and on the advancement they have made.

“To them the world of business is open, and upon themselves must depend the position they gain in that world.

“Beyond adding my own congratulations, there is but little more for me to say, but that little I cannot refrain from saying.

“In addressing myself to the students who have made such good use of their time and opportunities, I would remind them that the road to success lies through a wilderness of trials and tribulations. There are many inviting side paths leading from the main highway, over which the perfumes of flowers are wafted, alluring the traveler into unknown fields or the quicksands of the swamps.

“Beware of the pathways. Keep to the main road. Endure the dampness of the dews of the morning, the heat of the noonday sun, and the chilliness of the evening, preceding the world’s robing itself in the sombre fabric of night.

“You may encounter storms, but don’t shrink from their frowns; the smiles of the sun are behind them and will beam upon you!

“Don’t rely upon influences to help you on your way, other than those emanating from your own good works. Patronage and power as they drive by may offer to carry you part way over the road on their ‘tallyho.’ Decline the invitation, for, when you are set down by the wayside, as you assuredly will be, to pursue your way alone,

you will be wearier than you were before, the road will be apparently longer, more difficult to travel, and the visions of reward will grow dimmer to your sight.

“This Department has brought you to the beginning of the road and bids you ‘God-speed!’ Honest, untiring, unbending endeavor to advance must now be your guide. You are well clad for your journey. As you plod along, don’t waste your equipment and lengthen the road by stopping to speculate upon the outcome of your venture, or to give way to despondency because the keeper of the roadway seems not to give you coveted recognition. If such periods do come to you, *push on*, consoling yourselves with the truth that the lonely sentinel wearily pacing his beat on the distant watch-tower is closer to the thoughts and care of his commander than the gayly dressed trooper dancing attendance at headquarters.

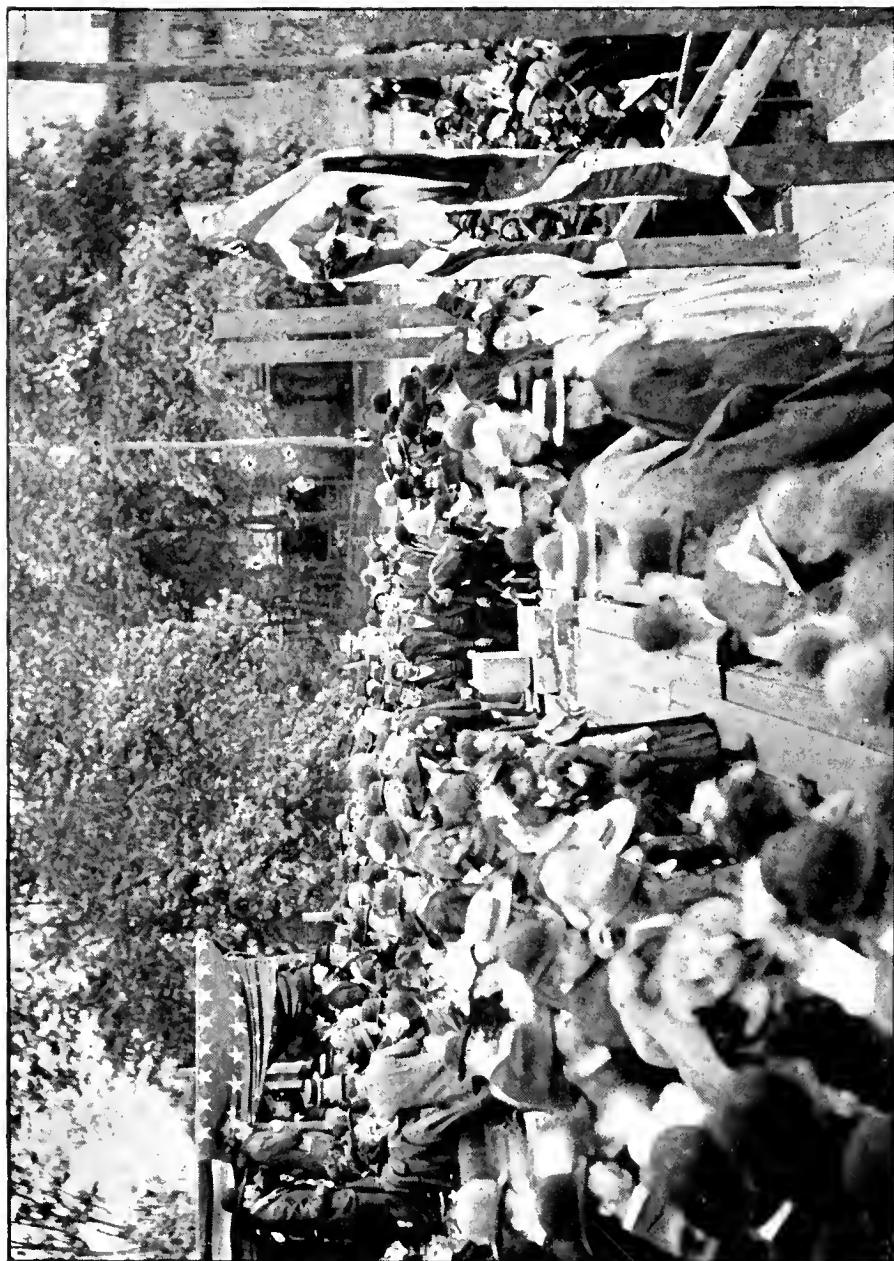
“Study a true manhood, of which industry, sobriety and earnest resolve are essentials. Live a man!

“I will here repeat what I have on similar occasions said to young men:

“It is a fault of our popular education to set up the world’s heroes as guides to young men, and this in the face of the undisputed fact that the olive branch in the hands of Christ is a much better lesson for the student to dwell upon than the sword in the hands of an Alexander.

“The true type of manhood is not found in Achilles before the walls of Troy, Hannibal crossing the Alps, Cæsar passing the Rubicon, or Bonaparte encountering the rigors of a Russian winter. These are perhaps a correct type of the overcoming man—a false manhood, capable of overshadowing for a time the finer objects of man’s creation, engulfing virtue, meekness and the love for others in the whirlpool of personal ambitions. The lamb submitting itself to be shorn for the benefit of others is a more correct type of manhood than the lion devouring everything in his pathway.

“A lowly and unpretentious life, lived self-sacrificingly and full of desire to benefit others rather than one’s self, with a reverential observance of God’s laws, will produce manhood, whilst efforts in any other direction will fail. I would say to you, aim low. See a beautiful pile of church architecture. See its shapely and graceful spire reaching high up in the air; it is attractive to the eye, and elicits wonder, but it is hollow and useless—a very burden on the building below. Beneath the spire, however, underground and out of sight, are blocks of stone firmly cemented together, forming the



LAYING OF THE CORNER-STONE FOR THE MAIN BUILDING.

foundation which not only supports an audience chamber to worship God in, but the useless spire itself.

“Aim to be foundations, not spires; for foundations stand when spires fall.

“You have, no doubt, been often told that you live in a progressive age. That is true. It is also true that every age, from the dawn of the Christian era until the present day, has been progressive, and all ages to come until time sinks into eternity will be progressive, for Christianity is progressive. The closer, therefore, you live in the model Christ laid down, the greater your progress and success will be.

“Do all things well, and all things will come to you; and then, when the haven is reached, you will be greeted with love’s incense, sweet music, enrapturing smiles, the songs of birds, delicate flowers, delicious fruits, cooling waters, gentle breezes, and God’s all-important approval.

The programme arranged for the evening was an attractive one, consisting of the awarding of diplomas, orchestral music, piano solos, recitations, speeches by Mr. John Q. A. Herring, Captain Charles G. Cadwallader, Mr. George C. Marcy and Mr. Naylor C. Davis, the whole concluding with an informal reception. The last meeting of the Board of Management in this building was held on May 4, which it was reported that \$34,801.24 in money and \$1100 in material had been contributed and was available for building purposes. On May 10, the Department moved its quarters to 4028 Westminster Avenue, so that its officers could have a better supervision of the building operations. It held its first meeting there on May 18, with a total membership enrolled of 224. The work of laying the foundations for the new building progressed so rapidly that they were ready for the corner-stone early in June.

LAYING OF THE CORNER-STONE.

The laying of the corner-stone of the new building, at half-past four o’clock on the afternoon of Saturday, June 17, 1893, was most impressive. The President of the Pennsylvania Railroad Company, laying aside, for the moment, the great responsibilities which rested upon his shoulders, with the unostentation so characteristic of him, reverently and earnestly performing the functions of a mason, while fifteen hundred people gathered around him, their faces depicting eager and intense interest, was a majestic figure, symbolizing the great good which was to come to the employes and

the road upon the completion of the building which was to rear its head above the stone in the corner.

Mr. William J. Latta, the Chairman of the Department, was master of ceremonies on the occasion. When he arose to call the assemblage to order, the anticipation expressed by the sea of up-turned faces showed the hearty interest they had in the ceremony which was about to take place.

Rev. P. C. Hutchinson pronounced the invocation, following which Rev. David Gordon, D. D., read the Scripture lesson: "Behold, I lay in Zion a corner-stone" (1 Peter ii. 6), and "For other foundation can no man lay than that is laid; which is Jesus Christ" (1 Corinthians iii. 11).

The Apollo Male Quartette then sang "The Lord is my strength," and the Rev. Mr. McCaughey, pastor of West Hope Church, offered prayer.

Addresses were then made by J. Q. A. Herring, Superintendent of Adams Express Company; Richard C. Morse, General Secretary of the International Committee; C. E. Hurlburt, State Secretary for Pennsylvania of the Young Men's Christian Association; Rev. Dr. H. C. McCook, Pastor of the Tabernacle Presbyterian Church, West Philadelphia, and William N. Multer, General Secretary of the Department.

J. B. Stauffer, Treasurer of the Department, then read the following list of articles, handing them to Chairman Latta, who deposited them in a copper box as they were named:

Bible.

Building plans.

Description of the building.

By-laws of the Department.

Constitution.

History of the Department.

Printed matter and documents.

Resolution of the Pennsylvania Railroad Company dedicating lot.

History of the Pennsylvania Railroad.

Copy of the Pennsylvania Railroad charter.

Standard locomotives, Pennsylvania Railroad.

Time-tables.

Pennsylvania Railroad map.

Pennsylvania officials.

Adams Express Company officials.

Adams Express Company's history.

Adams Express Company's map.

State Young Men's Christian Association.

Philadelphia Young Men's Christian Association.

Stamps, standard.

Stamps, Columbian.

Daily papers.

Following the depositing of the articles the box was sealed by Mr. Warden Meade, who represented James Garrett, contributor of the box.

Mr. J. C. Webb had presented Chairman Latta with a silver trowel and George J. Vandergrift a silver hammer, made under their direction, which the Chairman placed in the hands of President Roberts as they came from the platform and went forward to where the stone that was to become the corner-stone had been placed. Mr. Roberts betrayed no lack of experience in the use of the trowel, as he spread evenly and quickly the mortar placed by the masons for his use. The stone was then put in place by his direction, and after settling it well down with the hammer President Roberts spoke as follows:

“FELLOW RAILROAD EMPLOYES:—It is over forty years since I first began to lay corner-stones for the Pennsylvania Railroad, but I do not recall in any instance that I have had the pleasure of taking part in any that promises more prosperity to the Company and its employes than this, the corner-stone of the Pennsylvania Railroad Department of the Young Men's Christian Association.”

After the corner-stone had been laid the audience, led by the quartette, sang with great earnestness the hymn, “How firm a foundation, ye saints of the Lord, is laid for your faith in His excellent Word.”

Rev. Dr. Walker then closed the ceremony with a benediction.

The laying of the corner-stone was a sublime sight, and all who gazed upon it esteemed it a great privilege to have been there; none more so than the band of faithful men who had worked hard and in the face of many discouragements to secure a proper building wherein the cause they loved could be advanced.

While the work of building was going on the activities of the Department received a fresh impulse, and the General Secretary was able at the close of the year to sum them up as follows:

“The committee work of the Department during the past year has interested the attention of over 400 individuals, and to this

common interest and efficient leadership we owe the securing of the building.

"The Committee of Management of the Department was reorganized and increased to 35 names at the beginning of the year, adding a number of prominent railroad men. The interest the individuals of the Board have shown has been unparalleled. Meetings have been frequently held at which there has not been an absentee reported, and in nearly every case of absence important railroad duties have detained the members. The careful and considerate management has done a great part in the completion of a great purpose.

"The Executive Committee, with C. G. Cadwallader as the chairman, has been intrusted with carrying into effect the direction of the Committee of Management.

"To the Building Committee, with Joseph T. Richards as chairman, has been given the responsibility of the erection of the building. Its competency is proven by the result.

"The Furnishing Committee, J. Q. A. Herring, chairman, has provided the furnishing for the building

"The Finance Committee, R. S. Beatty as its chairman, has solicited pledges for funds, and collected over \$40,000 thus far expended.

"The Membership Committee, with G. H. Grone as chairman, has increased the membership of the Department from 125 at the beginning of 1893 to 707 at its close.

"The Educational Committee, under the leadership of G. H. Marcy, provided educational classes, of which there were 20 sessions, with an average attendance of 22.

"The Library Committee, with W. H. Barron as chairman, has been enlivened by the addition of a number of prominent men. Already over 300 volumes have been added to the library, thus giving the members the privilege of over 1100 volumes. By promises made to our committee, we are assured of soon having a library of over 4000 volumes ready for our readers.

"The Entertainment Committee, N. C. Davis, chairman, has arranged for a course of nine entertainments of national reputation, and as many more of local talent.

"The Committee on Sick Visitation, chairman D. W. Freas, reports over 300 visits made to the sick and injured.

"The Religious Work Committee report 54 Sabbath meetings for railroad men and their families, with an average attendance of 26, and cottage meetings, with an average attendance of 9."

DEDICATION OF THE BUILDING.

The work of building progressed throughout the year 1893, and the edifice was ready for occupancy on the opening of the new year.

The building as erected was the result of the combined efforts of nearly 7000 railroad employes and friends, with the co-operation of the Pennsylvania Railroad, the Adams Express, Union News, Western Union Telegraph Company and Union Transfer, and was one of the most complete and thoroughly equipped railroad association buildings in the world. It contained 54 rooms so arranged that the social, physical, educational and religious work of the Department should have every facility for the furtherance of the objects of the Association.

The dedication took place on Monday evening, January 23, 1894, and the services in connection with the opening continued throughout the week which followed. No enterprise could meet with a more hearty welcome or a more general encouragement than that which greeted the opening of the building.

Nothing was lacking in the details of the elaborate programme. A Reception and Programme Committee, consisting of 150 members, railroad men of all ranks, were enlisted, and had met and drilled for the work before them; to this number was added, as there was need for them, a number that was considerably over 700, who were on duty during the week. The red, green and blue badges of the members were to be seen everywhere.

Promptly at 8 o'clock the Chairman, William J. Latta; President of the Pennsylvania Railroad, George B. Roberts; N. P. Shortridge, Chairman of the Advisory Committee; T. De Witt Cuyler, Esq., President of the Young Men's Christian Association; J. Q. A. Herring, Manager Adams Express Co.; Bishop Cyrus W. Foss, of the M. E. Church; Dr. Henry C. McCook and Rev. Chas. Wood, with a few invited guests, took their places upon the platform.

Chairman Latta called the audience to order, and announced the hymn "Coronation," at which the audience arose and joined in singing.

At the conclusion of the singing, and whilst the audience remained standing, Bishop Cyrus W. Foss made the dedicatory prayer. The Chairman then introduced Joseph T. Richards, Engineer Maintenance of Way of the Pennsylvania Railroad Company and Chairman of the Department's Building Committee, who de-

scribed the construction of the building and the uses to which it was to be put as follows:

“The foundation walls are of stone laid in cement. The walls above ground are faced, in broken range, with granite from near Port Deposit, Md.

“The roof is covered with dark slate from the Peach Bottom quarries of Pennsylvania. In the glass we can boast of our American make from near Pittsburgh.

“The basement, containing the gymnasium, 44 feet by 45 feet, with running track and gallery, bowling-alley, bicycle stable, plunge-pool 14 feet by 20 feet, athletic-room, steam and shower baths, two toilet-rooms containing eight wash-basins, etc., room for lockers, closets for wardrobe, restaurant, kitchen, barber-shop, boiler-room for warming building and heating water for baths, etc., coal-bin, ashes-vault, property-room, and dwelling for janitor.

“The first floor contains a reception hall, library, reading-room, auditorium 56 feet by 56 feet, with seating capacity of 460 persons on the first floor and 250 in the gallery—710 persons in all—with an independent entrance from Westminster Avenue; and have for the platform two dressing-rooms with toilet conveniences; secretary’s office, ladies’ parlor, rooms for the boys’ department, ticket office hat and cloak checking-room, toilet-room, and a most comfortable piazza along the north side of the building facing the railroad, 10 and 20 feet wide by 117 feet long.

“On the second floor is located the lecture-room, 22 feet by 39 feet, with platform and 200 seats; class-room, ladies’ auxiliary, directors’ meeting-room, kitchen for light cooking.

“The third floor contains four class-rooms and two dormitories; also a toilet-room with shower-bath, wash-basin, etc.

“The tower has an observatory room provided with casement windows.

“The building is heated by low-pressure steam, having radiators in all the rooms. Excellent ventilation is provided for by warm exhaust flues.

“Protection against conflagration is amply provided for by fire-pipes and hose on each floor.

“Gas-pipes and electric-light wires are run so that either or both can be used. The electric lighting is completed for the present.

“There are outside and separate entrances to the restaurant, barber-shop, auditorium platform, and dressing-rooms, piazza, bicycle stable and janitor’s rooms.

"In the class rooms instruction will be given in bookkeeping, arithmetic, mechanical drawing, penmanship, stenography, type-writing and vocal music.

"In the junior department there will be taught military tactics, etc.

"In the auditorium there is intended to be an entertainment about once a week, to which members are entitled.

"The lectures will be on the science of railroading, its history, operation, accounts, chemistry, and on many other interesting subjects.

"Suppose, then, in short, we enumerate 25 of the items which this building provides for its members:

1. Educational privileges.
2. Library.
3. Literary society.
4. Lectures.
5. Mechanical drawing.
6. Penmanship.
7. Reading-room.
8. Stenography.
9. Typewriting.
10. Arithmetic.
11. Bookkeeping.
12. Instrumental music.
13. Vocal music.
14. Lectures and concerts.
15. Prayer meetings and Bible class.
16. Gospel meetings.
17. Young men's meetings.
18. Physical culture.
19. Social games and amusement room.
20. Athletic exercises.
21. Magazines and daily papers.
22. Sleeping-rooms.
23. Restaurant.
24. Toilet conveniences and barber-shop.
25. Mail and general information, and a homelike place."

Mr. Richards then handed the plans, specifications and keys to Mr. Latta, as Chairman of the Department. The Chairman, upon receiving the keys, said, on opening:

“Fellow-Members of the Pennsylvania Railroad Department—Fellow-Employes of the Pennsylvania Railroad and its Affiliated Service:

“**LADIES AND GENTLEMEN**—The keys of this beautiful building, complete in every detail, furnished in each particular room, to what extent and in what manner many of you have already seen, and all of you will see during this week of dedication ceremonies, are now in your possession.

“The keys of the building of an organization founded upon the principles of Christ’s teaching, that we should help one another, are at this moment the tangible symbol of the completion of one step or stage of your work.

“The opening or beginning of another that should, and it is hoped will, be that of many long, happy years. The fold is thus opened. The flock is now to be gathered into the shelter. You must be about that duty for which this preparation was organized.”

He then proceeded to review the work of the Department from its inception, recounting the years, the sacrifices, the efforts of the men who had undertaken to carry it on; the vicissitudes encountered and the resulting success. Following the review, he strongly pictured the work to be done, and then, turning to Mr. T. De Witt Cuyler, who was seated on the platform, said in conclusion:

“To you, Mr. Cuyler, representing the Y. M. C. A. of Philadelphia, of which this is a department, owing no allegiance in its work elsewhere, I now turn, and to you and your Association we tender, first, our continued loving and obedient allegiance; second, our grateful obligations for your munificent help financially, and your Christian influence in our behalf. Part owners with us in the practical work, give us your help in the work in this Association in future.

“To you now, as our guardian, we as your trusted steward lay before you these keys and plans as an evidence of the manner in which we have taken care of that trust in the cause of our common Master.

“Will you, therefore, in your capacity as Chairman of the parent Association, kindly give your seal of approval to the stewardship we have occupied, in the gathering of funds and the work done, and in acquittal thereof entrust the officers of this Department with the permanent possession of these tokens, that they may go on with this cause, out into the great highway of labor, whereon a great multitude pass over steel and stone in the hazardous pursuit of their daily bread; that they may strive to bring them herein,

and, once in, to the fuller knowledge of the evils that beset en route the joys that exist at the terminus of that still more crowded highway of life; to the end that they may have thrown about them some of the safeguards of Christian influence, and thus be enabled the better to withstand the wayside evil, and to have a better conception of the pleasure at the journey's end."

Mr. Cuyler received the keys from the Chairman, and replied:

MR. CHAIRMAN, LADIES AND GENTLEMEN:—The handing of these keys, sir, to me as President of the Association, is a most graceful recognition upon the part of your committee of the cordial relation that has existed between the parent organization and your Department from the inception of the work. It has been admitted by us all that to attain the best results concert of action and unity of work were essential in the objects of the Association throughout the city. It is not so very long ago, some time after I became a manager of the Association, that but one branch existed, what is now known as the Central Branch, at Fifteenth and Chestnut Streets. Today there is as before but one organization, but twelve flourishing branches or departments: The Northeast Branch, covering the Kensington District, which, in February, will move into its new and commodious building well adapted to its work; the Northwest Branch, at Broad and Montgomery Avenue; the German Branch, at Twelfth and Girard Avenue; the South Branch, at Broad and Federal Streets; the Southeast Branch, or Colored Branch, on Pine Street; the West Philadelphia Branch, at Fortieth and Powelton Avenue; the various departments in the great Universities of this city; and your own splendid organization. Of these branches, the Northeast, Northwest, South, Central, West Philadelphia, German and the Pennsylvania Railroad own their own buildings, all well equipped for the work, with educational classes, library, gymnasium, and, in some instances, swimming pools. I have given this brief resume of the work for the purpose of showing that this organization could not have grown to its present proportions unless it had proceeded upon well-defined lines. It seeks to help a young man in an honest effort to lead a well-rounded life. It in nowise treads upon the ground occupied by the Church. It strives to make a man stronger in mind, body and soul, believing that if he is thus developed he must be a religious man, and, therefore, a supporter of the Church. The growing importance of this work has been recognized by the city, and the first free library has been established by the Mayor and

Councils in the South Branch, to be followed immediately by one in the Northeast Branch, and, may I venture the hope, soon by one in this Department.

"As I have said, sir, this action of your Department in presenting me, as the official head of the Association, with the keys of this fine building, was a most graceful one. But we do not desire to retain them. We know full well your loyalty, but the work is yours, and into your keeping should be committed the custody of this building. But, in handing back to you the keys, I desire to express for myself and the Directors of the General Association how earnest and deep is our interest in your work. We hope that the generous confidence of the honored head of the great railroad, who is always mindful of the welfare of his employes, and his fellow-officers and directors, may be well repaid, and that in the future as the years roll on, when men point with pride to the wonderful career of this great corporation, not the least claim for this applause will be this building and Department, recognized as a part of its system and fostered and cared for by those who may be then charged with the operation of the Company, because it is the home of its sturdy and loyal employes."

Chairman Latta received the keys from Mr. Cuyler, saying:

"In behalf of the Pennsylvania Railroad Department of the Young Men's Christian Association I thank you for the confidence you have placed in us, and I can assure you that our loyalty in the use of the building which these keys represent shall bring honor to the work we represent."

Addresses then followed by B. B. Comegys, Director of the Pennsylvania Railroad Company; J. Q. A. Herring, Superintendent Adams Express Company; Rev. Charles Wood, Rev. Dr. H. C. McCook, and the following concluding address by George B. Roberts, President of the Pennsylvania Railroad Company:

"Mr. Chairman and Fellow-Employes of the Pennsylvania Railroad Company:

"When I received the invitation to attend the dedication of this beautiful building I exacted from your Chairman the promise that I should not be called on to make a speech; but when I see so many here who are my co-laborers in our great corporation I cannot resist saying a few words.

"It seems only a few weeks ago that we met to lay the cornerstone of this building. What we all then hoped for has been more



GEORGE B. ROBERTS,
President Pennsylvania Railroad Company, 1880-1897.

than realized; and the rest is in your hands. You can make what seems good to you of the opportunities now offered to you, and in utilizing and making them of value you will have, I can assure you, the hearty co-operation of the officers and directors of the Company.

"Whenever men are needed for positions of responsibility, the eyes of the officers are turned toward institutions such as this, and not to men who spend their evenings in saloons, or other places that unfit them for their work. No methods for the moral and intellectual improvement of the employes of the Company have been more productive of good results than the institutions of this kind which have been established along the line of the railroad. The gentlemanly, faithful, efficient service of the employes is the best evidence of this, and particularly so along the line of the Pennsylvania Railroad. It is only those who have a high sense of moral responsibility such as an earnest member of an Association as this must have who can be trusted when off duty as well as when on duty.

"On behalf of the shareholders of the Pennsylvania Railroad, I desire to express my hearty appreciation of the work that has been done, and to assure you of their best wishes for the future. The shareholders heartily recognize that to the fidelity and conscientious performance of duty by the employes is largely due the success of their road."

At the conclusion of Mr. Roberts' address the audience was dismissed with a benediction. Thus was completed the formal dedication of the new building, towards which for a period of two years 280 committeemen had given devoted service.

On Tuesday evening, January 24, the new building was thrown open to the public. The railroad men and their friends responded to the invitation very readily, and no smaller number than were at the opening on Monday night visited the rooms on Tuesday afternoon and evening. Music was provided by the orchestra of the Department, and their selections won generous applause from the thousands who listened. It seemed that every inch of room from the basement to the tower was filled; everywhere expressions were heard of the splendid building and equipments that were to furnish thousands of railroad men with their amusements and instruction, and opportunity for physical and moral development as well. The opening won for the Department thousands of warm new friends, and did much to deepen the regard with which the public hold the railroad men. Certainly they could not have entered a household in which

a more whole-souled, generous, joyous welcome could be extended to them than at this—the opening of the “Railroad Men’s Home.” Faces of many prominent officers of the Pennsylvania Railroad Company were seen during the evening. The greetings of all were most cordial, and a general inspection of every part of the building was made with general satisfaction, and it was not until after midnight that the large crowd dispersed.

On Wednesday evening, January 25, the anniversary of the Department was held in the auditorium, which was filled to overflowing. Third Vice-Chairman J. Q. A. Herring presided. Mr. James S. Stackhouse made the opening prayer, after which Mr. William N. Multer, General Secretary, made his annual report for 1893, a synopsis of which appears on a preceding page. At the conclusion of the reading of the report Mr. William B. Wilson, First Vice-Chairman, spoke as follows:

“The subject of Association work among railroad men is so broad that justice cannot be done it in the brief time allotted to it this evening. We can, however, take a rapid glance at its outlines.

“It is a work very important in its influences and far-reaching in its results, and in outlining it the employment and the man must be considered.

“Theology, medicine, law and science have heretofore stood at the head of the professions; but today railroading divides the honors with them, and for a just reason.

“Railroading is the great practical profession of the day, in the closest touch with all the activities of life. It enters the home, the church, the hospital, the shop, the school-life. It is the great medium in the agricultural, mechanical, mining, commercial and social development of the State, and no follower of the other professions can become a true leader who neglects to study its ramifications and influences.

“That able West Philadelphia divine, Dr. McCook, recently from this platform depicted the railroad as the world’s greatest medium for evangelization, for the spread of the gospel, for the planting of the cross and for the establishment of missions. He likened the locomotive’s long columns of smoke by day, and the fire-box’s red flashes by night, to the cloud and the pillar that preceded God’s chosen ones in their pilgrimage. His picture is not an overdrawn one, and the fact has its influence on the character of the railroad man.

“For a period of forty years, in fair weather and foul, in peace and war, in sunshine and storm, in joy and sorrow, in prosperity

and adversity, I have been a transportation laborer in the service of the Pennsylvania Railroad Company, working in all branches of the service, and by the side of the most humble as well as by the side of the most exalted employe, and out of the opportunities of my association have come the knowledge of the railroad man's character.

"As it is his duty to study for the careful handling, the comfort, the safety and protection of millions in number of precious lives, and billions in value of property annually, so he studies and feels his full responsibilities for those precious lives and that vast wealth. He knows that one misstep of his, one thoughtless act, may cause sorrow at many a hearthstone or great loss of valuable property. Out of this study and out of this knowledge come Christian practices. In him as a unit there is an ever-present yearning for a higher, purer, better life. The frailty of life's tenure is kept vividly before him, because he, more than anyone else—the soldier in action alone excepted—is daily reminded that in the midst of life we are in death, and therefore you find him kind and charitable, with an unvarying willingness to share the burdens of others. You find him binding up wounds, feeding the hungry, clothing the naked and resting the weary. When you view the railroad man in this light—and he should be sought for there—you will readily understand and appreciate that association work with him is not initiatory, but is on a higher and an advanced plane. What he mostly needs is recognition, encouragement and opportunity. There is no stronger evidence than this building that the railroad man is alive to the living, working, practical truths of Christianity and the needs of moral surroundings for himself and fellow-men. Eighteen months ago this home seemed impracticable, yet over 7000 railroad and transportation men put their hands in their pockets and drew them forth with the means that made its erection possible. Mark you, not the Company, not the high officials, but the men, because Christ the man was in their hearts. Nobly did the high officials and the Company come to their assistance; but the fact is indisputable, that without the inherent Christianity of the men that prompted their action, the shrill whistle of the locomotive would still be sounding over the bare ground upon which this building has raised its towering head.

"It has been said that 11,000 persons are eligible to membership in this Department, 3000 of whom are Christians. This statement should not go forth without explanation. There are 3000 of the eligibles who are church attendants, but out of the 11,000 there

are not 500 who have not been christened in the name of the Father, Son and Holy Ghost. Those thousands, by reason of that consecration, are living more or less the manly life on the model of the Christ Man. It were better for them to associate with some churchly organization, and by the fellowship and sympathy to be found therein reach a more satisfying condition of life and obtain brighter hopes in the beyond; but so long as they do not, it is our work to seek them, to meet them, to bring them to the Association, the threshold of the Church, and there surround them with such things that make life worth living, from which must emanate the cardinal principles of faith, hope and charity, and by which life's great lessons are learned; so that whilst walking in the valley of the shadow of death, the love as it is in Christ Jesus may illuminate the path and produce the sweet songs of angelic choristers to soothe the traveler on his way."

Mr. Horace M. Combes spoke of the work carried on at the Northwest Branch, Mr. G. W. Mehaffey of that at the West Philadelphia Branch, Mr. James A. Devlin of that at the Central Branch, and Mr. Clarence S. McIntire of that at the University of Pennsylvania. Following these representatives of the Branch Associations in Philadelphia Mr. Walter C. Douglas, General Secretary of the parent Association, in his incomparable manner and style spoke of the work at large and of the vast importance of the fine plant just dedicated to the work in Philadelphia. The exercises were brought to a close by the Rev. Dr. J. G. Walker saying:

"I take great pleasure, as pastor of a neighboring church, in extending you my heartiest congratulations and good wishes concerning your completion of another year of service for the Master, and concerning the completion also of the beautiful building in which you are now holding these anniversary exercises. As I walked today through these spacious and attractive rooms I was deeply impressed with the appropriate suggestiveness of the picture that hangs to the right of the main doorway; for as my mind took in the exquisite details of the artist's work I realized that the building itself furnished an equally exquisite companion picture. While the skillful handiwork of the artist tells us something about 'breaking home ties,' the consecrated purpose of those who have reared this noble structure tells us something also about 'uniting home ties.' We have all wandered from a Father's home, and our sins 'have separated' between us and the Lord. But it will no doubt be the ultimate object of all service within these walls to reclaim the wanderer,



REV. CHARLES R. ERDMAN,
Professor in Princeton Theological Seminary.

to retrieve the disastrous consequences of transgression, and to secure to sinful men the blessings of redeeming grace. May God bless you in all your undertakings, and bring us all at last into the blessed reunions and fellowship of that heavenly home out of which we shall go no more forever."

On Thursday night of the 26th, the "Athletic" reception was held. Representatives from the "Central," "South" and "Northeast" branch gymnasiums were present as participants in the exercises. Over eleven hundred persons were gathered to witness the programme as it unfolded, and were delighted with the varied performances in the gymnasium. At the same time a reception was going on on the first floor in which the participants equaled in number those of the preceding Tuesday night. Music was furnished by the Department's Auxiliary.

The evening of Friday, the 27th, the "Juniors" held a reception, at which the place was again crowded. About sixty boys (sons of railroad men) were present, who, after the work of the "Junior" Department was explained to them, enrolled themselves as members in that Department. The evening closed with an entertainment by the "New York Ideal Concert Company," which was the first to be given in the auditorium.

Saturday, the 28th, was devoted to the District Convention of Young Men's Christian Associations. Five hundred persons were in attendance, interesting papers were read and remarks made by leading Association workers in the vicinity. State Secretary Hurlburt spoke of the Association work throughout the State, and complimented the Department upon what it had accomplished.

Sunday, the 29th, a service was held in the auditorium, at which five hundred and fifty persons were present. Messrs. Douglas and Hurlburt both spoke to the assemblage on Christian faith and duty.

Thus ended the week of dedicatory exercises, and the Department in its "Home" started on its mission of improving the lives of the employees of the Pennsylvania Railroad Company.

An event occurred during the week's dedicatory exercises which has had a powerful and continuing influence upon the life of the Department. Mr. Wistar Morris, a director of the Pennsylvania Railroad, a member of the Advisory Board of the Department, and withal a member of the Society of Friends, was interested in the Overbrook Presbyterian Church enterprise, of which the Reverend Charles R. Erdman was pastor. He frequently attended the services of that church and formed a warm attachment for the young pastor,

and, knowing the latter's love for young men, when the railroad Christian building was to be dedicated, invited him to be present at the ceremonies. In consequence, Mr. Erdman visited the building and became a deeply interested spectator. No one who saw the mild, unobtrusive young clergyman on that occasion would have divined the important part he was to take in the spiritual advancement of railroad men. Subsequent to the dedication Mr. Morris arranged to have him participate in the Sunday afternoon meetings of the men. His addresses on those occasions in which he participated made such a deep impression on his hearers that the Committee on Religious Work were inspired to call and prevail on him to lead the Sunday afternoon services of the Department. In his agreement to do so he made but one stipulation, and that was his work was to be a labor of love, and that under no circumstances or in any guise was he to receive any money consideration for his services. From that time down the years, until this year 1910, with a promise of a long continuance, he has led the evangelistic work of the Department along the non-sectarian happy lines of Christ's love to man, and to no other human agency can be attributed the wonderful growth of that work. His unselfish devotion to it was shown when the flattering call to the pastorsehip of the First Presbyterian Church of Germantown, with its large and influential congregation, came to him. Before he accepted the call he had the understanding that his work in Germantown should not interfere with his Sunday afternoon work among and with the railroad men at West Philadelphia. His desire being acceded to, he went to Germantown, and during the time of his residence there with undeviating regularity he attended and conducted the Sunday railroad services in the Department's building. Since his entrance upon a professorship in the Princeton Theological Seminary, while not being able, owing to the great demand upon his time, to pursue the work with the same regularity as before, he has been able to be present at the services two Sunday afternoons during each month in the fall, winter and spring. He has done this railroad work without any interference with the obligations his specific duties have demanded and which he has met with great faithfulness. While Mr. Erdman has appeared on many occasions and taken part in various exercises promoted by the Department, he has specifically devoted the Sunday afternoons from October to May in expounding gospel truths to the members. In all these years, on Sunday after Sunday, the auditorium, with a capacity of upwards of twelve hundred, has been filled with earnest,

anxious hearers from railroad life; on many occasions the number of people desiring admittance exceeded the capacity of the hall. Mr. Erdman has never spoken to an audience of railroad men but that the atmosphere he created seemed charged with spirituality. Love beams from his eyes and flows from his words as he points the way to life and immortality. Imbued with Christian moderation and broad toleration, and possessed of the delicate tact of Melanchthon and the spiritual depth of Luther, he follows in the path of that disciple whom Jesus loved, and teaches love, devotion and moral strictness. His amiable manners, sweet and sympathetic voice, his gentle words, kind heart and broad charity have won and win the hearts of all those who have heard or who hear him. The earnest, practical way in which he presents the plain gospel truths has so attracted the members and their families that in the fifteen years he has been carrying on the work many thousands of people have been reached and morally and spiritually elevated. Several years ago there was published a little book under the caption of "Sunday Afternoons with Railroad Men," which contained addresses delivered by Mr. Erdman at the Sunday meetings of the Department. That book is a precious souvenir to be found in most of the homes of the employes of the Pennsylvania Railroad in West Philadelphia, so blessed has been his work. His attendance and work at the Sunday afternoon services and at numerous other religious and social events in the building do not cover the entire field of the service rendered by him to the Department, as during his residence at Overbrook and at Germantown he was frequently called upon to visit the sick and dying railroad men at their homes and in the hospitals, carrying comfort, consolation and cheer to many a pain-racked body and disturbed mind.

The committees for the year were recast with a view of utilizing to their full extent the enlarged facilities for the work in hand, and in their personnel were as follows:

Executive Committee.

William J. Latta,	Geo. H. Grone,
<i>Chairman.</i>	J. B. Stauffer,
W. B. Wilson,	N. C. Davis,
C. G. Cadwallader,	J. S. Stackhouse,
J. Q. A. Herring,	C. C. Kinney.

Finance Committee.

C. G. Cadwallader,	Frank H. Meyers,
<i>Chairman.</i>	R. S. Beatty,
Jos. T. Richards,	Wm. B. Wilson,
A. Feldpauche,	J. Q. A. Herring,
John Downs,	Samuel Knowles,
S. P. Hutchinson,	J. S. Stackhouse,
S. G. Grone,	Wm. Hammersley,
S. H. Wallace,	Hamilton Markley,
W. A. Patton,	J. B. Stauffer,
E. A. Stockton,	Geo. R. Howell,
	L. N. Walton.

Membership Committee.

R. S. Beatty,	Wm. Edney,
<i>Chairman.</i>	F. J. Foulon,
Chas. W. Valentine,	Geo. Strouse,
J. M. Thompson,	W. T. Roberts,
G. W. Robinson,	Anthony Hughes,
R. I. Heim,	R. N. Durborow,
W. J. Maxwell,	Daniel Corson,
Samuel Dunlap,	John Ferguson,
Clinton Black,	Chas. Leutheust,
John Reppard,	Isaac Stitelee,
Elmer Miller,	Harry Shaffer,
Geo. Heugst,	Robt. E. Gibbett,
	John R. Wilkinson.

House and Reception Committee.

S. C. Pearson	B. B. Thompson,
<i>Chairman.</i>	James McConkey,
C. C. Kinney,	George W. Robinson,
Wm. Weest,	E. A. Stockton,
	Chas. Marquart.

Building Committee.

Jos. T. Richards,	J. C. Webb,
<i>Chairman.</i>	S. P. Hutchinson,
Roger Hendley,	J. Q. A. Herring,
A. Feldspauche,	Geo. C. Vandegrift.

Entertainment Committee.

C. C. Kinney,	Geo. W. Douglass,
<i>Chairman.</i>	B. G. Booser,
N. C. Davis,	R. S. Hammersley,
W. L. Megary,	P. W. Cobb,
F. D. Kinney,	Warner R. Thomas,
	Benjamin H. Street.

Library Committee.

Wm. Hammersley,	John S. Latta,
<i>Chairman.</i>	J. E. Barr,
Chas. Hitch,	W. H. Keeler, Jr.,
Geo. W. Johnson,	W. H. Barnes,
A. H. McCaulley,	E. A. Weaver,
W. H. Zehender,	John Downs,
John Husted,	F. E. A. Robinson,
Jos. T. Richards,	John I. Brady,
S. P. Hutchinson,	Thos. L. Latta,
W. L. Nassau,	Chas. A. Spiegler,
H. M. Forbes,	Wm. G. Bartlett,
W. A. Patton,	Wm. Edney,
M. K. Reeves,	M. L. Killehan,
Wm. B. Wilson,	Oliver Ludwig,
A. Feldspauche,	E. D. Gordon,
	Dr. S. W. Latta.

Literary Committee.

W. H. Simms,
Chairman.
C. C. Brown,
W. L. Megary,
N. C. Davis,
F. E. Atkins.
Roger S. Harkinson,
F. D. Kinney,
P. W. Cobb,
Geo. W. Douglass,
A. A. Brown,

Athletic Committee.

E. A. Stockton,
Chairman.
W. H. Simms,
J. A. Newbern,
A. A. Brown,
Geo. H. Grone,
Montgomery Smith,
Charles A. Mann,
A. H. Mindle,
Alexander Gray,
William Hammersley,
J. W. Crouse,
W. J. Crout,
C. E. Lacy,
M. Riebenack, Jr.,
S. P. Bowers,
W. B. Kraft,
J. B. Mann,
C. C. Kinney,
H. J. Kromer,
J. M. Thompson,
W. J. Fairies,
R. B. Berry,
F. D. Kinney,
George M. Stewart.

Sick Visitation Committee.

D. W. Freas,
Chairman.
Wm. Jackson,
Alfred McMinn,
Frank Farrell,
Wm. H. George,
Harry J. Flood,
Friend Swift,
I. S. Cadwallader,
Samuel Knowles,
Carver McMinn.

Publication Committee.

Wm. B. Wilson,
Chairman. C. C. Kinney,
Walter H. Barry.

Educational Committee.

G. H. Marcy, Roger Harkinson,
Chairman. H. J. Kromer,
W. J. Lawson, Saml. W. Dunlap,
W. H. Kilgore, B. F. Miller,
Wm. B. Wilson.

Religious Work Committee.

W. H. George,	Charles Knapp,
Chairman.	B. B. Thompson,
William Jackson,	S. D. Mansfield,
D. W. Freas,	John Downs,
J. A. Keesberry,	J. C. Agnew,
G. H. Grone,	I. S. Cadwallader,
E. H. Kilgore,	Roger Hendley.

Junior Committee.

Geo. M. Stewart,	Isaac Hill,
Chairman.	John Doran,
Carver McMinn,	J. C. Agnew,
	D. W. Freas.

Every branch of the Department's work took on an aggressive attitude which showed in the final results for the year. On the 29th of January Professor MacVeagh entered upon his duties as physical director, and started a school for intelligent and systematic advancement of the physical development of the members. On the 1st of April the Pennsylvania Railroad Athletic Society merged with the Department, and gave to it an impetus that soon put its athletic division of the work on a high and progressive plane. The history of the society, briefly told, is that during the winter of 1883-84, a number of the clerks employed by the Pennsylvania Railroad Company, by an interchange of opinions, arrived at the conclusion that, as they were so closely confined every day and their work being of necessity sedentary, if they could have the advantages offered by outdoor exercises during the summer months, it would be of great benefit to them physically, as well as indirectly benefiting the Company by the resultant reduction of the average time lost on account of sickness.

In order to fully and practically test the correctness or fallacy of their theory, a statement of their desires was presented to an officer of the Company, by whom their plans were approved; as a consequence of which a meeting of clerks was held on March 11, 1884, when an organization was formed, taking for its title the "Pennsylvania Railroad Athletic Association." The following officers were elected for the year: President, John C. Sims, Jr.; Vice-President, William J. Latta; Secretary, E. Ashton; Treasurer, G. H. Ross; Directors, J. A. Newbern, G. Welsh, Jr., and A. Robson.

The object of the Association, as set forth in the constitution, was to promote the health and physical welfare of its members by regular active outdoor exercise.

The Company's officials, fully recognizing the great advantages to the clerical force to be derived from the Association, placed at their disposal a plot of ground 500 feet square, near Fifty-second Street Station, on the Philadelphia Division of the Pennsylvania Railroad. This ground now became the Department's field and was soon utilized under Professor MacVeagh's supervision to its utmost capacity. Field athletics prior to this had been conducted to a limited extent on the grounds of the parent Association at Forty-fourth Street and Elm Avenue.

Strong sub-committees were formed to direct the athletic activities by the following assignments:

SUB-COMMITTEES.

Gymnasium (five members).

W. H. Simms, <i>Chairman.</i>	A. A. Brown, G. H. Grone, M. Smith.
J. A. Newbern,	

Bowling Alley (three members.)

Wm. Hammersley, <i>Chairman.</i>	J. W. Crouse, W. J. Crout.
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Games (five members).

C. C. Kinney, <i>Chairman.</i>	G. H. Grone, J. M. Thompson, W. J. Fairies.
H. J. Kromer,	

House and Grounds (two members).

J. A. Newbern, <i>Chairman.</i>	C. A. Mann.
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Base-Ball (three members).

C. E. Lacy, <i>Chairman.</i>	M. Riebenack, Jr., C. A. Mann.
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Cricket (four members).

M. Smith, <i>Chairman.</i>	S. P. Bowers, A. M. Hindle.
Alex. Gray,	

Tennis and Lacrosse (three members).

S. P. Bowers, <i>Chairman.</i>	W. J. Crout, W. B. Kraft.
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Sports (five members).

M. Riebenack, Jr., <i>Chairman.</i>	J. B. Mann, F. D. Kinney, R. B. Berry.
A. A. Brown,	

Foot-Ball (three members).

Unassigned.

The May meeting of the Board of Management was a full and deeply interesting one. Chairman William J. Latta took occasion to make mention of his plans and projects for advancing the objects for which the Department was instituted. He said:

“Your Chairman has been trying to arrange for some time a fitting occasion, and it has seemed as if so much and so many interferences have been encountered that he has counted very long the time until this evening, when a much-desired moment appears to have come to enable him to make an exposition of certain plans and projects forming in his mind for this Association. Let him say that his coming into your circle was an incident accidental to him, perhaps, and accompanied by a promise, when he gave his acceptance to try to fill this important place, that it was only a figurehead chairman that was wanted; and it is mainly he has felt that that attribute was settling too truthfully upon his shoulders that he at this time makes an effort to do something more for you than pure ornamental representation. In fact, the responsibility has so forced itself upon his mind and heart that he is impelled by some force irresistible to come out and commune with you for the good of this Department.

“Among the many busy hours of a very busy life he finds odd moments while passing to and from home in the train, or in the quiet, sleepless nights that often come to busy brains, to think out some plans or projects for you to take up and work out to practical conclusions. Therefore I will begin by saying that the balance of our building debts has been temporarily provided for in a mortgage with the Western Savings Fund Society at 5 per cent., upon which we have permission to pay installments as we gather the money together. Here, then, is project number one—\$13,000 to be raised

to give us a free title. Public debts may be a blessing, because the interest thereon comes back to the people; but in our case the people we desire to reach and benefit do not get the direct use of the \$650 yearly interest we pay to the Savings Society. We need this money in many channels, and the sooner we get it into those channels the better. How will you go about this work? Get your heads together on that problem.

"Next, in the few words your Chairman spoke to you on the dedication night (that red-letter night of your existence) you will recall the project of an endowment fund. That may seem a premature project in the face of a debt, but there is no reason why preparations cannot be put in shape and the accumulation of such a fund commenced. Who among you will think out some plan or plans for the furtherance of that? Think of the future and the great good you can aid in accomplishing when the interest on such a fund will meet your running expenses and leave all your receipts from members' dues to be applied to amusements, lectures, library, and, above all, your charitable work. Get your minds into training for this laudable object. This is number two.

"Again, we want good outdoor music for the women and babies once or twice a week, on your north porch, during the hot months of summer; music, say, from 5 to 7 or from 3 to 6—something of that sort. We want a searchlight on top of the house, something that will reach up to Ridge Avenue, Fifty-ninth Street and Spring Garden with its beaming belt of brightness. We want 5000 members this year, something that will make us swell with pride and cast a broad belt of light straight upwards.

"We want enough books to make a good circulating library, something that will reach with a belt of light into every member's household. We want to keep this building open for twenty-four hours daily. That costs money. Our want column is full; who will help in getting the answers?

"As I stated before, I have felt a sort of irresistible force fetching me here to try and tell you some things of good for this institution. In addition, let me ask you, Chairmen and Committeemen of the Pennsylvania Railroad Department, what good are you going to do? Or to be plainer, what, if anything, are you going to do with this Department? Not what good is it going to do for you; that is easily answered. In fact, the answer to that is written all over this edifice, or on the hearts of many young and old who have been here and felt the good it can do.

"What, then, are you going to do with it? And when I ask that question I want it understood that the inquiry is in its broadest sense; that it is not addressed to any class of men, or any sect, creed or profession. Neither is it addressed to members alone, but as well to those who, under the charter and by-laws of this Association, are eligible to membership. Truly, the measure of responsibility that belongs to the long roll of non-members is one that should sink deep into the heart of every railroad man. The conception of this Department was not a selfish one, nor a narrow one. It never intended to permit a man eligible to feel that he was neglected or slighted, or that he would be allowed for a moment to feel that he had been left out of the calculation that built up this institution. Therefore, the duty of each man is as present today as it was when the first meeting was held. What have they done with it? It grieves me to answer this much, and to the extent that a few have tried to do this. By 'this' I mean the building, which seems to be the result of the labor of a very few, when considered in comparison with the eligible many who are yet off the rolls of membership. Let me illustrate. The Chairman of your Membership Committee, at the meeting of the Executive Committee on Thursday evening, April 12, presented detailed report of the membership, the total of which was a little short of 1100 men and youths. The classification of members as then presented to your management showed a startling result. First, that the whole number of members was less than 10 per cent. of the men entitled to belong. Totally unlike the ninety and nine—aye, much unlike. Where, then, are the 90 per cent.? You can answer that without paper and pencil. The very men whose occupation with its daily hazard mainly induced your present Advisory Committee to think out and plan to completion something for their comfort and good, are represented in every instance by a paltry fraction of 1 per cent. of their several totals. Think of it! One-tenth of 1 per cent. of freight-trainmen—conductors, brakemen, switchmen, enginemen. And this leads up to a further question along the same line: When you are doing for this Department, are you reaching out for the men whose numbers are so poorly represented here? Have you invited them here? Do they know they are welcome to come and see for themselves, whether members or not? Have they been frightened by a fancied exclusiveness, perhaps by the thought that the building is too beautiful or fine looking? Do they know that all good things are beautiful? When you look on Nature's embellishments do you see anything but beauty? Is the

sun, the moon, the starry heavens anything but significantly beautiful? Are the green fields and the flowers of a homely character? Does not God make all His gifts beautiful, and does not man in his attempt to glorify God make his offerings on the line of attractive beauty? Did Solomon in his inspiration construct a temple without that attribute, beauty; and was that temple shunned by those for whose use it was intended? Did they look upon it as an exclusive structure because it was beautiful? Do the builders of modern churches today intend that the appearance of the building should repel instead of attract? If you shun a work of beauty because it is beautiful, don't you put out of your daily life the pleasure and enjoyment that is put here for your use?

“Are you afraid to approach this building because it is not a plain and barren-looking affair? Would you come here if it was? Here is a volume of questions almost, and I ask them because it has been said that men have been heard to say, ‘It is too fine; we are afraid of it. It might be soiled if we went in there.’ Would it soil them if they came in here? If so, let it be shut up. If it will but teach the necessity for clean bodies and cleaner lives it will have served the purpose. Here is one thing you must do with it: show it as it is—a thing of beauty; just what we set out to make it. Instill through its example beautiful thoughts into the minds and souls of those whom we want in here. Gather them into its bosom; give out its blessed influence to the men of labor and toil. Fetch it to them as theirs. Theirs in trust, out of which they can reach a harvst of moral, physical interest, better paying because more permanent in good than the interest accruing on accumulated savings. This is what you should do with it. If you do not, you might as well paint upon the outer doorway, ‘Built for ornament only,’ close the door, fence it about, and go away to see if you can find any personal pride in the mission you have chosen to guard and encourage, ‘Closed to the world as a failure.’

“Walls cannot talk without hands and hearts. Prayers are not uttered without minds and tongues. Souls are not saved without faith and work. Heaven does not only exist for mere outward show. Stars do not blink out of the heavens above for their own gratification. The sun does not only shine because it is a ball of fire. Flowers do not only grow because the sun warms and the rain waters. Rain does not only fall because of the force of gravity. Man does not only die because the heart stops beating. But there is an underlying purpose and lasting good in all these things. This Department was

not organized because a beautiful building could be built. What, then, is the underlying purpose here? The good out of here? The use of the facilities and tools you have fitted in here? And are you doing anything to hold up that purpose, to magnify that good? Into your hearts has this thought sunk deep down, that you are responsible not only for the shrinkage of good that may prevail because no effort has been made, but that you may be, on the other hand, a copartner in the great good that will obtain by effort. May I ask again, What are you going to do with this house? Shut it up and paint on it, 'This is our handiwork for ornament,' or throw it open, fetching in the railroad men. Are you?

"Answer now! and make that answer heard from Greenwich to Fifty-ninth Street, and from Gray's Ferry to Torresdale: 'Come here, all you tired and weary souls and bodies, and we will help you find that rest and recreation you need.' Let this be your motto. Let me give you a little plan: seek out your friend and fellow-craftsman; ascertain his fad. With some it is books, others checkers, some chess; some delight in social conversation over a cigar or pipe; others like to hear good, square-toed talks from the platform; others want to learn something in the class-room. Some enjoy music; others have no place to spend their spare evenings save in the cigar store, maybe saloon. They live, perhaps, in boarding-houses where they have no place to sit, and in winter no fires in their rooms. Hence the warm, well-lighted, crowded saloon presents attractions. Others like simple stage amusements, gymnastics, bowling, bathing, a good clean bed to sleep in, a good meal and a good shave. These are all here but the cigar store and saloon, which must be excluded; in fact, it is our aim to furnish a salve for that fad. Learn from your friend just what the bent of his fad is, and then see if he can have it interested here. Appoint an evening and come here with him. You need not go at it as if you were a special missionary. That may frighten him. We want him here whether he is a Christian or not, so he is a railroad man. Whether he intends to be a Christian or not, we want him right here, so he is a railroad man. Whether he is young or old, halt or blind, clean or dirty, dress suit or blue blouse. We want him if he is on the pay-rolls. Poor or rich, bring him in. He will find a place, and when in let the leaven work itself. Don't try to get into his inner life, to convert him the first night. Let him alone to enjoy his freedom of act and thought. This must not go out to the world as a church. It has been called a vestibule of the church. It may only be the front steps, perhaps the curbstone of

the front pavement, or even the building across the highway from the church. Anyhow, if the church is to gain any membership out of its workings, that will come without preaching into the candidates' ears nothing but religion. It is the example that tells the tale here as it does everywhere. The conduct of the institution and its facilities to reach the moral side of mankind is its religion, and that conduct, properly directed, will preach deeper sermons of more worth in one day than all the lip-service you can preach in months upon an unwilling, unreceptive heart. Bear in mind, however, that no effort is to be spared to aid an inquiring mind when it is voluntarily opened up to you. Bear in mind that the time is always given a well-directed, devoted Christian heart to throw out its net to help the struggling soul when hands are thrown up for help. Don't you know that when a man comes in here and is lead to that period of anxiety for his future by the numbers of devoted Christian men who daily visit this house because of the sweet contentment that shines out of their eyes, because of the patient forbearance they see preached by these same Christian men, because of the quiet, manly deportment, because of the confidence they see others place in them, will this anxious soul, without much hesitancy, seek out one of these good men and ask him that burning question, 'What shall I do to be saved'? Or will he go to some fellow-sufferer whom he knows possesses not that consciousness of safety and ask him that question?

"Let him alone for awhile. Our work here is misconstrued—nay, misunderstood, and still more, sometimes misdirected.

"Undeceive the people. We are a moral organization, founded, as all such should be, upon Christian principles, on Christ's own teachings as a basis—charity to all men, but along the line of moral work as the principal highway. In spite of all resistance from other influences, the work on this line, if persistently followed, will ultimately lead into the straight and narrow pathway, and it is in this line we want you to direct your efforts. Ask them to come here to improve the moral tone, physical being, mental texture, with the full assurance that a pure thought and a clean body fit up a dwelling-place for a white soul. The love you have for your fellow-craftsmen may be shown in the red color you daily use as a guard against collision. The purity of your mind may be shown in the white emblem of safety eagerly displayed when danger no longer exists; while the immortality we all seek to enjoy may be made present to everyone in the green color held aloft when the highway is uncertain as to its safety for rapid passage. Remember your colors and their

beautiful significance: red, white and green—love, purity and immortality."

Early in the year Miss Abbie Parker was engaged as librarian. Her intellectual equipment, quiet, gentle manner, modest demeanor and sweet Christian character pre-eminently fitted her for the position. The library had been installed on the first floor, but the room allotted to it being too cramped it was removed to the second floor and reopened on the 15th of August with 1240 books on the shelves.

On September 1 Mr. Warner R. Thomas, who for many years had been a clerk at the Elm Avenue freight station, and a gentleman of fine character, was installed as Financial Secretary of the Department. In addition to the duties of that position he was assigned to aid the General Secretary in the general administration of the building.

The first of the fall receptions was given on Saturday evening, October 6, to the conductors, brakemen and baggagemen on the various divisions centering in Philadelphia. A goodly number of trainmen were present, and they were entertained by one of the finest concerts ever held in the auditorium, the performers being the Ariel Ladies' Quartette, of Philadelphia; Sallie Grancell-Fitz, elocutionist; and Setaro, the harpist. This reception was followed by a second one on Saturday evening, October 27, the guests being the yardmen and trackmen of the various divisions, who were also well entertained by the Temple Male Quartette, of Philadelphia; Miss Laura Marks, banjo soloist; and Richard Casper Dillmore, humorist.

The first of the series of entertainments for the junior members was held in the auditorium on Saturday afternoon, November 17. The rain kept many away, but did not dampen the ardor of the 250 juniors and their friends who did attend. It was refreshing to witness the full and exuberant enjoyment the boys got out of their special entertainment.

The opening of the fall and winter work aroused a new earnestness in the religious work of the Department, and a great interest was awakened by the Sunday afternoon services at four o'clock. Aside from Mr. Erdman's ministrations, Rev. Dr. Henry C. McCook, on Sunday, September 30, delivered an address on the interesting subject "Straightening the Curves," and on the afternoon of October 7, Dr. Bickerton delivered an eloquent sermon to over 700 people; while the outpouring of those desirous of hearing Rev. Russell

Conwell, on Sunday, October 14, was overwhelming, fully a thousand persons crowding the auditorium, and equally as many more filled the halls and reception-room or went away unable to gain admission. Mr. Conwell took as his text the story of the blind man in the 9th chapter of St. John, and spoke for a full hour, moving his audience in turn to tears and smiles as he portrayed a wonderfully vivid word picture of his subject.

The story for 1894 is more fully told in the proceedings incident to the eighth anniversary of the Department, held in the auditorium on Thursday evening, January 24, 1895. The programme, which was successfully carried out, consisted of:

1—Selection, "The Heavens are Telling"	Orchestra
2—Hymn No. 150, "Gather Them In"	Audience
3—Invocation	Rev. S. H. Walker, D. D.
4—Reading of Scripture	Rev. A. F. Williamson
5—Prayer	Rev. W. H. McCaughey, D. D.
6—Report of Chairman	William J. Latta
7—Report of Treasurer	John B. Stauffer
8—Report of General Secretary	W. N. Multer
9—Brief Addresses:	

J. S. Stackhouse,	R. S. Beatty,
S. D. Mansfield,	R. L. Hannum,
W. H. Simms,	J. M. Doran,
C. G. Cadwallader,	Wm. B. Wilson.

Hymn No. 217, "How Firm a Foundation."
Benediction.....Rev. Charles R. Erdman.

In making his report for the year, Chairman William J. Latta said:

"This is the first anniversary of the occupation of your new home, which was dedicated and turned over to your use under such inspiring circumstances one year ago.

"The first question naturally asked by you of these, your Trustees, is, 'How have you used this beautiful home towards the accomplishment of that sacred trust to which it was dedicated? How have you met the hopes and dispelled the fears that then existed?' The Secretary of the Department has prepared for you the statistical information that will in detail and by patient dissection enable you to better diagnose the situation and secure your answer, the answer which you are entitled to receive. It

remains, therefore, for this, the report, your Chairman to generalize only.

“The most cordial co-operation has been extended by the Committeemen. Their labors have been unselfishly performed and the results are not voiceless.

“Your Chairman early in the season announced for the consideration of the members a number of projects for the benefit of the Department, not one of which has been overlooked. Many of them have been put into practical use; for example, the building is open continuously, night and day. The number of tired men who have been benefited will testify to the comfort in this. An electric plant and searchlight complete has been secured without material cost to the management. You will soon see its beacon as you are riding up and down the yard tracks.

“The membership has been doubled; the library changed in location, handsomely increased in books, influence and general utility, and greatly improved in its adaptability to the membership; the athletic department strengthened along its lines, the benefit therefrom being daily attested by the youth and young men hereabouts. A series of receptions were given, representing here in these rooms and halls the institution in all its merit and inculcating a broader spirit of sociability.

“The official organ of the Department has been improved and beautified and its circulation increased, practically placing it upon a paying basis. Subscribe for it! Read it and you will realize the truth of this statement.

“The Finance Committee have been able to provide the funds for the conduct of your institution, and, at the year’s close, have little beside the mortgage of \$13,000 outstanding and unpaid. That is good stewardship, is it not?

“The religious work has been nobly forwarded, and, if the Secretary will pardon an encroachment upon his statistics, I will only recite these remarkable figures: fifty meetings with an attendance of nearly 25,000. This speaks for the well-conducted work of that committee. Those who have attended will second our commendation.

“The Endowment Fund has received a start, small it is true, but sure. The Railroad Company, by its Board of Directors, has consented to permit the Treasurer of that Company to act as custodian of this fund, to hold, invest and secure the interest.

“The expenses for 1894 have been necessarily heavy, because

of the necessity for launching the work of the Department in a manner in keeping with the facilities.

"The Educational Department has been broadened and well conducted upon its broader basis.

"The entertainments have been made more attractive and the class thereof put upon a higher plane—not without additional expense. They should be more generally attended by those entitled to attend them, and they will be more widely appreciated and enjoyed.

"The lectures have been carefully chosen and to the more direct issues in which the membership are interested. The instruction to be received therefrom will benefit many who have no other opportunity to hear such.

"The music has been receiving attention, and it is fair to expect from the present outlook that much of that needed for the coming year will be at your command from within your own membership.

"The Junior Department has had the careful supervision of a careful committee, and shows the good therefrom. Your boys, who in many cases will be the future railroad men, have not been neglected. So much for the past year in general.

"You will note from the Treasurer's report that there has been raised for the uses of the Department during the year \$15,000. The money has been expended with the best care and judgment your Committeemen could command, and with these objects in view: First, to allow no man in the service in the city of Philadelphia or vicinity, say within 40 or 80 miles, to feel that he has had no opportunity to meet with some invitation that would attract out of the hundreds we have been able to extend. In other words, we have had to cater to the varied tastes of 13,000 people, to ascertain just what they lacked, in a measure, in their daily lives, and how best we could fill that void. This has been, as you will doubtless have already appreciated, an experimental year, one wherein we expended more money than we will be obliged to next year, for the reason that what we have spent has taught us what we wanted to know—about what is required to meet the need of the majority and for the contentment of the minority. And again, while the average membership and the dues for 1894 have been 1000 members, say \$3.00 each, these 1000 have had their money back in amusement, education and exercise fivefold, or, what the members paid \$3000 to obtain cost the Association \$15,000 to get. That seems like a contradictory statement, but it is true, and I wish the fact

to be understood, that by the help of the corporations with which you are connected, and which are your best friends, you have each got \$15.00 worth of good things here that only cost your personal pocket \$3.00. Next year our expenditures will not be so large; but, notwithstanding that, you will perceive no retrogression in the class or character of the work or its attending pleasures. The membership now numbers nearly 2000, and the revenues creep up because a large number of full memberships are coming in. In another two years the membership should reach 4000, and when we get to that figure we shall be able to afford a reduction in the dues. That is certainly an encouragement for the present membership to bring in more.

"The Treasurer and Finance Committee will tell you in actual figures what you have had in money, where it came from, and how it was expended; while the General Secretary will tell you what that money, when expended, did for the institution.

"Now, then, my fellow-employes and members of this Department, it remains for you to make the future bear more fruit, so that your Chairman, Treasurer and General Secretary, whoever they may be one year hence, may stand upon this platform and tell you how much better, bigger and brighter the work of the Department has been for 1895 than for the year 1894. The responsibility is really with you. It will be a serious pity if there will be no percentages of increase to be reported in these interesting statistics, and, as you are the judges of our stewardship for 1894, it is the hope of us all that, while you may be gratified with what has been done, no slackening up of the work will take place. Let it be said that, while the task has been no easy one, yet it has been made easier by reason of the system of 'pulling together' which has been so uniformly practiced by these representatives you have entrusted with the work, and none more so than to that unselfish, devoted, Christian man, the President of the Pennsylvania Railroad Company, and to your sincere and admirably equipped man for the work, the General Secretary of the Department.

"Now, then, for 1895. There are two things nearest to our hearts: First, our debt of \$13,000. You would like to dispose of that. How shall it be done? I wish it could be paid and the mortgage burned in the open lot yonder tonight! Even that is not an impossibility. Greater things than that have been accomplished on the spur of the moment by determined men. It is a burden. It ought not to exist. It shortens our usefulness. It contracts our

field. It makes a shrinkage in the influence of our dollars. It should not be so. But what will you do with it?

‘Second, the endowment fund; \$150,000 or even \$100,000, if the larger sum cannot be had, would be about right for your permanent invested fund. That we recognize must, and should, come gradually, perhaps slowly, but it should come. It will come, too, but it will take work. As railroad men we were all brought up in a hive that knows few drones, and therefore there is no discouragement because there is work ahead. Subscriptions from members, gifts from friends, legacies from the charitable are all avenues to which we look to see the dollars roll from into our Trustee’s hands. The interest from this fund should be sufficient, in its completion, to completely provide for the operating expenses of the institution, such as repairs, salaries, light, heat, stationery, printing, furniture and fixtures, leaving the receipts from the members to be expended on the educational, lecture and entertainment features of the Department. We will be in a financial ferment until that is done; after that we will be in financial comfort. You can see, therefore, the need of hastening the day when our interest from investment reaches at least \$6000 per year.

“The membership should be the subject of earnest thought and prayer of those who are interested therein. There are not nearly as many of the men from the train and yard service as there should be; men whose lives are cast in channels of risk and hazard, exposure and hardship; men for whom we are equipped to extend a greater degree of personal, physical and mental comfort than is perhaps understood.

“Can not this fact be brought closer to your hearts than it has heretofore been? Can you not constitute yourselves individually into canvassers and induce these men to try a membership? What greater good could you engage in than a work of this kind? Look about you and tell me if there is a club-house where a man can find more to instruct and entertain for a small annual payment than here. Is there anything lacking in us or our work that is needed to invite and encourage this membership for the purpose we have in view, namely, the elevation of character? Have we failed in our exhibition of true unselfishness to our fellow-employes? If so, speak out.

“To the citizens of West Philadelphia, not members or employes of the Companies composing the organization, many of whom are here, it was said a year ago that the establishment of this house in your midst meant much to you in good citizenship—that in which

every man and woman is interested who has the peace and prosperity of a community at heart. The men who frequent this institution, and even those with whom they associate who do not come here, have not been injured by this influence; in fact, we know, and you know, they have been made better men, better boys, so that your community has been improved in its citizenship, and therefore you have been benefited. So that this institution merits your commendation and support in every way. Why not respond to this condition in whatever way you can—assist in promoting the entertainment course, Sunday meetings, and financial endowment? Take this home with you and give it your serious consideration.

"To the Christian citizen let it be said that the results have been during the past sixty days speaking even louder than words. In the first place, you know this Department has not been permitted to be classed as a church, neither has it been operated as a church adjunct, but upon the broadest Christian principles of moral and physical cleanliness, to the improvement of body and mind—teaching that pleasure, comfort and profit can be procured from a cleaner life. No revival meetings have been held, no special plea made for men to come out to the making of public profession of faith; but mark the result! During the past sixty days more than sixty additions to church membership right here in West Philadelphia have come out of this Department, confined to no particular creed. One per day, for two months! How does that sound for the improvement in citizenship, assuming, of course, that no one will deny that an open profession of faith in some religious creed, and the practice of the precepts thereof, will make a man a better citizen? How many railroad mothers—I call them so because they are such, and because their sons are to be the future railroad men—rejoice in the knowledge that they can sing a line in answer to that question: 'Where is my boy tonight?' 'He is at the Y. M. C. A.' How often have they sung that in their hearts during the past year? What comfort is there in the thought for us that they can still hum over to themselves the answer for 1895?

"How many more will join in the refrain as the days pass along? Is there any comfort to the man at the throttle, or to him with the shovel, while plunging through the dark night at high speed, or slow, to feel that the boy at home is under the care of a Multer, a Davis or a George, fitting himself for a place in the service with honor and profit to himself, and at scarcely any expense to his monthly check? Is there any comfort to the officer or employe in the thought that

he has been instrumental in that part of the work that has contributed to the comfort of this father, mother and boy?

“Doesn’t that sweet voice of contentment as it sings the song ‘Oh, where is my boy tonight?’ touch a joyous cord in his heart? Cannot you be thankful that you have done even this little for some one? Where is there a sweeter reward for all your hours of toil, suspense and worry than in the thought that you have been able to answer that question, ‘Who is my neighbor’?

“There is in this work the opportunity to fold away the empty napkin forever and to turn out the talent to earn at least its legal interest. There is not a man here who could not count his best pay the greeting that may come to each laborer in the cause: ‘Well done, good and faithful servant.’ ‘Inasmuch as ye have done it unto the least of these, ye have done it unto me.’ There need be no fear of competition in this labor; it is free to all, and it is as roomy as the air around you. No crowding of the ranks. The very walls themselves move back as the hands, heads and hearts reach out in their desire and effort to do some good thing. There need be no fear of the littleness of the act. There is no measure or qualification about it. It is only ‘Do the best you can’ and ‘as well as you can.’ The result comes in the combination or aggregation of effort. There is where the measure is drawn in the results, and no one is overlooked in the distribution of awards. Neither is there a degree of reward. It is a ‘Well done!’ for each, and an ‘Enter in!’ to all.

“One word, and perhaps a new thought to some of you, in explanation of what has been framed almost into a series of inquiries. Why do these men interest themselves in this work? I mean the men whose lives seem busy enough in worldly affairs. What was this building built for? What is the cause of this impulsive, vigorous effort? Well, commencing with the last: Simple enough, to be sure! Because these men are engaged in a daily work that calls forth all the impulse and vigor of healthy natures, and all that they do is done with the same attributes.

“This building was put into use for the introduction of a system of impulsive, vigorous Christianity, free from creed, dogma, superstition and bigotry, and endowed with a pure, simple faith in cleanliness, godliness and the power of an endless life. Why are these busy men interested here? Because, first, they are human. By that I mean they are actuated by a feeling of humanity—of a creed like this: ‘Man’s humanity to man.’ It isn’t new—Christ taught it.

The cynic sometimes adds a prefix to the humanity and makes it bitter; but that creed is not in here.

"A responsibility rests upon them of more than mere superior and subordinate in daily work; a feeling of simple, Christian, neighborly duty; to aid in the upbuilding of character; the founding of opportunities to see the better side of life; to the forgetting that the gain for self, for family or for country is all there is in this life; to the recollection that in the endless lives bequeathed to us all there is need for preparation, and to prepare there must come opportunity and encouragement. That is what we are doing here. These men interest themselves here because they made an inward pledge to their God that they will take this Y. M. C. A., which in its name and spirit signifies impulse, and move with it, and in this way meet the promptings of their better natures. It is no selfish act; there are no sinister motives behind it, but a pure desire to have opened up for the pleasure and profit of these men and youths the light of a simple brotherly love, founded on the purest Christianity. This is their view of living for each other and teaching each other the way to the enjoyment of an endless life. In return, nothing; nothing is wanted save the pleasure of watching the seed grow and the plant bloom. It will give them joy if but a single life feels the impulse and responds to its own profit. Some night, no doubt, one of these jolly, good-natured car-droppers or freight brakemen, passing down the yard on the upper deck, will hear the music of voices out of this hall sending up a peal of joyous song, and, as his eyes turn to the granite walls, his heart turns up to the blue sky above the clouds; the response has come to these interested men. The impulse has reached the man on the brake; his soul communes; life brightens and broadens, and the mission has had its fruit."

The treasurer reported receipts and expenditures for 1894 as follows:

RECEIPTS.	
Contributions.....	\$7,471.50
Dues.....	3,731.54
Loans.....	798.47
The NEWS.....	926.26
Entertainments.....	891.95
Athletics.....	480.23
Rents.....	335.00
Sunday collections.....	158.85
Literary.....	94.25
Library.....	40.92
Sundries.....	19.35
 Total receipts.....	 \$14,948.32

EXPENDITURES.	
Salaries.....	\$3,484.84
The NEWS.....	1,471.55
Athletics.....	1,429.35
Loans.....	1,232.03
Printing and stationery.....	1,190.73
Gas and electric light.....	985.29
Games, supplies and sundries.....	397.45
Educational.....	476.74
Coal.....	308.70
Taxes.....	240.50
Repairs.....	222.87
Furniture.....	189.66
Sunday music.....	142.45
Hymnals, etc.....	120.00
Newspapers, periodicals, etc.....	114.74
Badges.....	100.00
Rent.....	33.00
Ice.....	25.23
Labor.....	21.00
Water rent.....	7.52
Entertainments.....	2,230.64
Library.....	328.29
 Total expenditures.....	 \$14,752.58

Leaving balance on hand, January
1, 1895..... \$195.74

The Building Fund stands:

Cash contributions.....	\$54,848.36
Expenses of building.....	56,739.29
Leaving balance still due.....	1,890.93

In addition to the above cash contributions from friends of the enterprise, we were also in receipt of many dollars' worth of materials which entered into the construction of the bulding.

A mortgage of \$15,000.00 was placed on the building, \$2000.00 of which has been paid off.

Into the endowment fund during the year there was paid the sum of \$131.25.

The reports of the various committees for the year, epitomized, are as follows:

MEMBERSHIP.

The number of members enrolled was 1587, classified as follows:

Adams Express.....	12
Agents.....	25
Baggage Department.....	11
Brakemen.....	81
Chief clerks.....	28
Clerks.....	445
Conductors.....	68
Engineers—Civil.....	2
Engineers—Locomotive.....	62
Firemen.....	37
Flagmen.....	33
Foremen.....	37
General.....	181
Inspectors.....	88
Levermen.....	3
Messengers.....	33
Operators.....	26
Officials.....	28
Officers—Special.....	2
Post-Office Department.....	3
Pullman employes.....	3
Shopmen.....	75
Stenographers.....	5
Sons of employes.....	47
Switchmen.....	3
Station masters.....	2
Ticket examiners.....	3
Train dispatchers.....	11
Union News employes.....	7
Union Transfer employes.....	4
Warehousemen.....	75
Yardmasters.....	17
Junior members.....	130
Total.....	1,587

A gain of 799 members over the preceding year.

EDUCATIONAL COMMITTEE.

There were 146 students enrolled in the various educational classes, and the progress of the students was very satisfactory. As the closing of the year was in the midst of the season's work full statistics were not available, but the showing on December 31 was as follows:

Branches of study taught.....	9
Students enrolled.....	146
Class sessions.....	228
Total attendance.....	2,592

LIBRARY COMMITTEE.

Volumes in Library.....	1,844
Pieces of reading matter on file.....	66
Composed of:	
Monthlies.....	18
Weeklies.....	38
Dailies.....	10
Book circulation.....	4800

LITERARY COMMITTEE.

The committee gave sixteen lectures during the year, covering subjects of travel, exploration, results of scientific investigation, bridge construction, social problems, and six lectures on "The American Railway" by Dr. Emory L. Johnson, of the Wharton School of Finance of the University of Pennsylvania.

The attendance on these lectures aggregated 3594.

THE ENTERTAINMENT COMMITTEE.

The committee gave in the course of the year twenty entertainments of the highest quality, two general and six departmental entertainments, at which the attendance totaled 11,820.

THE ATHLETIC COMMITTEE.

In the gymnasium classes the attendance was 3120 Seniors and 2592 Juniors, a total of 5712. During the summer months there were 100 baths taken daily and in the winter months ten. In the field the athletic grounds, exclusive of exhibition and public contests and games, was used 120 days, with an attendance of 6000. There were twenty-three public contests and games, with an attendance of 3450, and three athletic exhibitions, with an attendance of 1570, making a total attendance in the gymnasium and grounds of 16,732.

RELIGIOUS WORK COMMITTEE.

The Religious Work Committee held during the year the following meetings:

Sunday afternoon meetings.....	50
Attendance.....	23,650
Cottage meetings.....	8
Attendance.....	184
Evening song service.....	66
Attendance.....	1,152

A total of 124 meetings, the aggregate attendance at which was 24,986.

THE JUNIOR COMMITTEE.

The Junior branch closed the year with 130 members. Aside from their activities which are embraced in the reports of the other committees, they had five outings with a total attendance of 215.

THE WOMEN'S AUXILIARY.

Members at close of year.....	93
Increase over February 1893.....	81

They held nineteen meetings, with an aggregate attendance of 950; gave twelve entertainments, assisted in nine receptions of the Department, aided in securing thirty members to the Department, made forty-three sick visits, sent out thirty bouquets of flowers and furnished four floral designs for funerals. They expended \$450 which they had collected, and had a balance of \$75 in their treasury.

RECAPITULATION OF ATTENDANCE FOR THE YEAR.

Educational classes.....	2,592
Lectures.....	3,594
Entertainments.....	11,820
Athletics.....	16,732
Religious services.....	24,986
Junior outings.....	215
Women's Auxiliary.....	950
 Total attendance.....	 60,889

The total is exclusive of daily visitors, and shows an increase in attendance of 39,605 over the attendance, which included 13,212 daily visitors, in the most active year at 3607 Haverford Street.

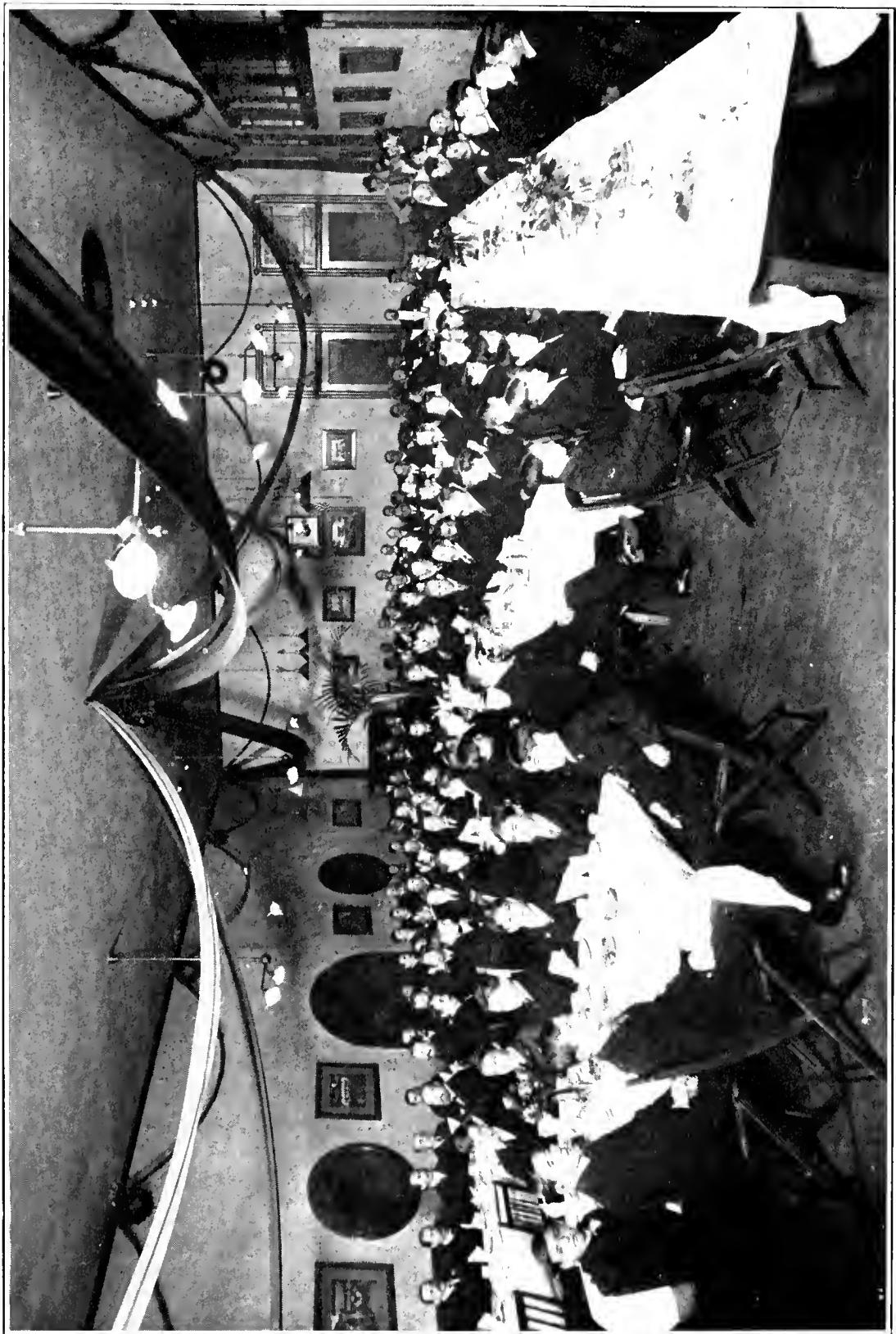
This narrative for 1894 has been given largely in detail for the purpose of showing the scope of the work and the possibilities of the Department when equipped with proper facilities to move along progressive lines to ever-increasing achievements. It also demonstrates that the expenditures in means and efforts were well directed and produced good results.

1895.

A year had now passed since the home of the Department had been opened. The activity and enthusiasm which thus far had characterized the movement not only did not exhibit any signs of diminishing, but continued with increased and ever-increasing force. The new year opened with a common determination on the part of the membership to place the Department standard far in advance; the number of committees were increased and their membership enlarged, and so efficient were they in the betterment of the work that when the year closed decided progress was shown in every direction.

The quarterly tea of the committeemen was held on January 17, and notwithstanding the night was one of the most inclement of the season, and one when borean winds filled the air with rain and sleet, nearly one hundred men, from different ranks in the Company service and actively engaged in the work of the various committees, assembled in the building and reported on the work accomplished and to be done, besides interchanging views as to the best methods to be pursued for the advancement of the general good.

The earnestness, the sincerity and the enthusiasm of those committeemen on that occasion gave proof of the faithfulness with



A COMMITTEEMEN'S TEA.

which the work was being pursued. Government by committee, with individual independence and individual responsibility, was an early principle upon which the Department was being conducted. Its practical application so diffused the work among the membership that the phenomenal growth, prosperity and efficiency of the Department, so generally recognized, became the logical sequence. These mass-meetings of committeemen around a hospitable board are a distinguishing feature of the Department, and it is doubtful if their counterpart is to be found elsewhere in any religious or semi-religious institution in the world. They have been kept up with undeviating regularity throughout the life of the Department, increasing as the years pass on in the number of persons present and intensity of interest. At some of the meetings as high as two hundred and fifty men have been present, and at each meeting each man has felt his responsibility for some part of the work, and shown an intelligent appreciation of it and an ever-present desire to do his duty and do it well.

This initial tea was followed by another on Friday, April 19, which in its scope was one of the most important and spiritual meetings intended to bring railroad men into greater harmony on the basis of Christianity that has ever been held in the building. Aside from the committeemen meeting to talk over the work in hand and in the prospective, they were also there to receive a delegation from the New York Central Railroad Association.

Nearly two hundred men sat down to a table bountifully supplied and beautifully served by the Ladies' Auxiliary. It was regretted that indisposition detained Mr. Latta, Chairman, at home. In his absence, the First Vice-Chairman received the visitors, tendered them a hearty welcome, and placed the meeting in their charge. Mr. G. A. Warburton, the General Secretary of the New York Central Association, presided, and brief speeches were made by the following gentlemen on the following subjects:

The General Plan of Organization of the New York Branch, Mr. R. R. McBurney.

The West Seventy-second Street Room, Mr. John H. Wick.

The Weehawken Rooms, Mr. W. G. Wattson.

The New Durham Building, Mr. A. C. Summers.

A Unique Home for an Association—Car 238, Mr. C. F. Jewell.

The Membership, Mr. W. H. Smith.

How the Revenue is Secured and Expended, Mr. C. E. Patterson.

The Entertainments, Mr. S. J. Le Marquand and Mr. Sylvester S. Bliss.

The Library, Mr. Charles F. Cox.

Our Monthly Paper, Mr. J. H. Hustis.

The Religious Meetings, Mr. W. E. Fenno.

On the conclusion of these speeches "Jim" Burwick, freight conductor and evangelist from the Evansville & Terre Haute Railroad, spoke for a few minutes on the "faith that is in him," and expressed his thankfulness for it. The meeting did not adjourn until 10.30, but great interest was evinced in all that was said and done. The General Secretaries from the railroad branches at Altoona, Derry and Columbia were also present, and when the conference adjourned everyone present felt that he had been benefited both in a temporal and spiritual sense.

In this same month of April, Mr. George B. Roberts, President of the Pennsylvania Railroad Company, in a letter replying to a committee of "the New York Methodist Preachers' Meeting" on the subject of clerical permits on railroads, declared the attitude of the railroad towards Christianity in these very forceful words:

"I think I can safely say for all the railroads throughout the country, certainly for our own, that we fully appreciate the great advantages that come to our Company, both directly and indirectly, by the good influence of Christian work in all departments among our employes, and likewise among the general community with whom we have to deal.

"I am one of those who believe that there is quite as much good Christian character among the employes of railroad companies as there is in the communities through which the railways pass; and that it is not only our interest to endeavor to aid all Christian efforts among our employes, but quite as much to our interest to endeavor to establish the views of Christianity among the communities with whom we are brought in contact."

The Library Committee, under the efficient and intelligent management of Mr. William Hammersley, made a popular movement in establishing a reading-room adjacent to the library by utilizing a lecture-room for that purpose. The committee constantly studied every phase of their work to the end of improving it. On Monday evening, May 6, they gave a book reception which was very successful and one of the most enjoyable affairs that from time to time have been given in the building. There were 800 books



A VIEW IN THE LIBRARY.

received and sufficient money to purchase several hundred more, so that the library was enriched by the addition of 1000 volumes, a large majority of them being new and well-bound works of standard authors.

Bottomley's orchestra discoursed popular selections during the early part of the evening, after which an enjoyable concert was given in the auditorium by the following artists:

PROGRAMME.

PART I.

Overture.....	Allen's Orchestra
Piano solo.....	W. L. Nassau
Bass solo.....	Harry E. Jones
Duet.....	{ Miss Lena Winters Tappen Mr. William Jay Street
Cornet solo.....	J. Ross Corbin
Soprano solo.....	Mrs. W. L. Nassau
Humorist.....	Samuel B. McQuilkin

PART II.

Selection.....	Allen's Orchestra
Duet.....	{ Mrs. W. L. Nassau Harry E. Jones
Recitation.....	Miss Mary McQuilkin
Soprano solo.....	Miss Lena Winters Tappen
Humorist.....	Samuel B. McQuilkin
Tenor solo.....	William Jay Street
Selection.....	Allen's Orchestra

Between the first and second parts of the programme Mr. William Hammersley, Chairman of the Library Committee, appeared upon the stage and made the following address to the audience:

"LADIES AND GENTLEMEN:—I want to take this opportunity to thank you on behalf of the Library Committee. Up to the present time we have received 786 volumes; this makes a total of 3076 volumes in the library. I do not want to detain you by giving a long list of figures. I will just give you a short sketch of the amount of work we have been doing in the library. In the month of September there were 175 books in circulation, which number gradually grew until December, when there were 687, and for the month of March we reached 1306 books—from 175 to 1306! In the first three months of this year we gave out a total of 3169 books, so you can see the work we have been doing, and, on behalf of the committee,

I want to thank each and all of you for your kind interest and your generous response to our appeal. I assure you it is not alone appreciated by the Library Committee, but also by the Board of Management; and we would earnestly request that each member of the Association take advantage of the library—take a book out, take it home, and let the whole family read it. I would add that in addition to the 786 volumes received, there was contributed about \$104."

On May 1, Professor McVeigh resigned as Physical Director, his resignation being effective June 1. The position was not filled until September 15, when Professor J. W. Sims entered upon the duties. Professor Sims had been for the preceding six years physical instructor of the Young Men's Christian Association of Washington, D. C., whose building there had recently been destroyed by fire. He was a man of high Christian character, and had a fine record as a director of physical culture throughout England and America. He laid the foundations in gymnasium and field for the high standard of physical development for which the athletic department of the work is famous. He constantly led in building on those foundations until the Broad Street Station Annex was established, when his abilities caused him to be transferred there as its administration officer. He is still there (1910), and the success of that branch of the work is to a large extent due to his activities.

During this year the name of Robert S. Beatty was added as Fourth Vice-President to the officers of the Department. The chairmen of committees remained the same as in the preceding year, with the following substituted exceptions:

Executive, James S. Stackhouse.

Literary, John M. Doran.

Educational, A. A. Brown.

Membership, Robert S. Beatty.

The additional committees formed were as follows:

Association Extension.

Roger Harkinson,
Chairman.

W. L. Megary,
H. J. Kromer.

Boarding-House.

John Downs,
Chairman.

Board of Ushers.

W. T. Adams, <i>Chairman.</i>	Harry J. Kromer, B. B. Thompson, Alex. McKenzie, I. J. Transue, C. Townsend, A. P. Weaver, W. H. George, A. Fordyce, J. Tyrrell, William Jackson.
Friend Swift, A. A. Brown, D. W. Freas, Charles R. Smith, J. H. Lange, W. H. Demuth, H. J. Flood, Frank Roberts,	

Decoration.

Oliver P. Ludwig, <i>Chairman.</i>	A. Vandergrift, Frank Aicher, Martin Killhan.
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Grounds.

James McConkey, <i>Chairman.</i>	Andrew Carson, J. G. Rodgers, Thomas B. Essick, John Smith, Carver McMinn.
L. R. Zollinger, W. S. Magee, C. W. Hitch,	

Music.

Robert Bottomley, <i>Chairman.</i>	W. H. Murdock, Amos Myers, B. Frank Oler, George Kerns,
W. H. Robinson, A. J. McLain,	Frank Stecker.

Reception.

P. W. Cobb, <i>Chairman.</i>	Paul V. McGuigen, <i>Secretary.</i>
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SUB-CHAIRMEN:

William Weest, Harry Ross, Thos. B. Essick, B. F. Miller.	John Wiegle, S. W. Crowe, Joseph Justice,
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COMMITTEE:

J. M. Doran,	J. K. Worrall,
C. B. Nixon,	C. L. Buckman,
W. T. Adams,	D. H. Strickland,
Frank Farrell,	Alfred S. Bruce,
G. W. Douglass,	Samuel Knowles,
W. R. Thomas,	J. J. McCornin,
J. M. Reppard,	G. L. Leeffler,
R. S. Hammersley,	W. H. Beaver,
H. Herzog,	D. S. Moore,
J. H. Downs,	William Layton,
S. F. Cook,	W. C. Pinkerton,
J. H. Du Pell,	Charles Althouse,
F. E. A. Robinson,	F. W. Smith,
Charles A. Baker,	W. W. Allison,
Frank Roberts,	William Peabody,
George Riggs,	G. R. Howell,
Benjamin Huddle,	Thos. McKittrick,
Jos. A. Grant,	A. A. Brown,
Horace Cline,	Charles L. Eaton,
John Skelton,	M. F. Casey,
George Mattis,	Charles R. Smith,
William Nixon,	A. O. Miller,
H. C. McKnight,	W. G. Allison,
W. H. George,	J. S. Hemple,
Friend Swift,	J. McKenzie,
S. D. Mansfield,	S. I. Cadwallader,
G. M. Stewart,	Hiram Graham,
William Jackson,	William Sharp,
G. Hinchliff,	C. B. Keffer,
W. Hammersley,	J. C. McConnell,
W. H. Edney,	Samuel A. Martin,
H. J. Flood,	H. F. Brooks,

James Vanhorn.

With these additional committees there was a total of 383 committeemen actively engaged during the year, the results of whose work are to be found in the following summing up as given at the anniversary held in the auditorium on Thursday evening, January 16, 1896. At eight o'clock on that evening the hall, platform and galleries were filled to overflowing with people when Chairman



WILLIAM N. MULTER,
General Secretary, 1890-1896.

William J. Latta opened the exercises by requesting the audience to rise and sing the following hymn:

Come, Thou Almighty King,
Help us Thy name to sing,
 Help us to praise;
Father! all glorious,
Come and reign over us,
 Ancient of days!

Come, Thou incarnate Word,
Gird on Thy mighty sword;
 Our prayer attend:
Come, and Thy people bless;
And give Thy word success:
 Spirit of holiness!
 On us descend.

Come, Holy Comforter!
Thy sacred witness bear,
 In this glad hour:
Thou, who almighty art,
Now rule in every heart,
And ne'er from us depart,
 Spirit of power.

To the great One in Three
The highest praises be
 Hence evermore!
His sovereign majesty
May we in glory see,
And to eternity
 Love and adore!

Rev. Henry C. McCook, D. D., then led in prayer and Rev. J. G. Bickerton, D. D., read a passage of Scripture. Upon its conclusion, the General Secretary made his annual report.

Mr. Multer, in opening, said:

"There comes with the close of the nine years of history of the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia great cause for thanksgiving. Every department of the work has been more successful than last year, not only in the number of men who availed themselves of the use of the many privileges of the Department, but also in the general improvement in the quality of the privileges thus presented, as well as more hearty response and general appreciation on the part of the members.

"At the beginning of the year 1895 our Department took its place among the leading railroad departments of the country, and during the year its record has been surpassed by none. The influence of the work has been constantly extending, until a marked moral improvement is shown in all departments of the railroad service. So noticeable has this been that in many instances it has been favorably commented upon to officers of the Department by men who were not members nor in special sympathy with the Association.

"After a careful study of the field, your Secretary can report more thorough organization, greater devotion on the part of committeemen, a growing spirit of appreciation and pride in the building and the work of the Department by the members, and a nearer approach to the real purpose of the Young Men's Christian Association, which is the winning of men to the Lord Jesus Christ.

"We are compelled to regret, even more than at the close of last year, the lack of room for the various departments of our work, and I desire to urge upon the Board of Management the consideration of plans for suitable extensions looking forward to doubling the capacity of the present rooms.

"The growth of the work during the year 1895 has been due to the diffusion of responsibility; and if the Department is to continue to grow, it will be by reason not only of the prayers, but of the sacrifice on the part of its many Christian members of time, pleasure and money, for its success."

Mr. Multer then entered upon a detailed report of the work of the different committees, which, condensed, were as follows:

The Entertainment Committee reported that they had given to the members twelve concerts and one lecture, the attendance aggregating 5920 persons and averaging 460. The cost paid for talent was \$1142.60, and the revenue derived from ticket sales was \$792.70, leaving the net cost to the Department \$340.90. They also reported that the demands at times on the auditorium were greater than its capacity, rendering the early enlargement a necessity.

The Literary Committee, in connection with the West Park Centre of the University Extension Society, provided for six lectures upon English Literature by Professor Robert Ellis Thompson, at which 1388 persons attended, being an average of 238. The net cost of these lectures to the Department was \$41.35. It has also organized a Literary Society, which promises to make one of the prominent features of the Department. Mr. W. H. Simms, Train Master of the Philadelphia Division, gave a practical talk on the subject of

"Individual Training in the Train Service" which was enjoyed by over 600 people. During the season the following lectures have been given in addition to the foregoing:

Illustrated lecture by Robarts Harper; attendance, 650.

Timely Topics by Rev. F. C. Inglehart; attendance, 400.

Crayon Talk by S. M. Spedon; attendance 425.

The expense of these three lectures was \$155.00. The average attendance on the opening months of 1895 was 162, whilst that of the closing months reached 332, or double, showing the rapidly growing interest in the subjects handled by the committee.

The Educational Committee notes the rapid growth in numbers of students enrolled and in the advances made. There were two terms of tuition, January 1 to March 31, and October 1 to December 31, 1895, during which in the classes of stenography and type-writing, telegraphy, mechanical drawing, bookkeeping, penmanship, arithmetic and electricity there were enrolled 153 students. During the year 225 class sessions were held at which the aggregate attendance was 2251 persons.

The committee suffers in its work for lack of sufficient room in the building to carry it on.

The Library Committee reports:

Number of books on hand January 1, 1895..	1,844
Number of books added.....	1,538
Number of books at close of year.....	3,382
Number of books circulated during year.....	11,399

The growing demands upon the library and the necessity for its continued enlargement call urgently for more room.

The Building Committee during the year added very much to the improvement and convenience of the house by providing better light, heat and platform and coat-room furnishings.

The Athletic Committee, in submitting its report, says:

"Many improvements have been made in the gymnasium and at the grounds at Fifty-second Street, and the athletic interests are now under the care of Professor J. W. Sims, Physical Director. A marked improvement in the discipline and also in athletic sports is noticeable.

"It is endeavoring to have a bicycle track built and a grand-stand erected on the grounds at Fifty-second Street, and is confident in the belief that with them the grounds will produce a revenue to the Association beyond the expenses, whilst affording the members much pleasure and exercise.

"From June 1 to September 15 the committee was without the services of a physical director, and a record of the attendance at the grounds during the summer was not kept. From the first of October the records show as follows:

OCTOBER.

Classes held.....	82
Students in attendance.....	1,320
Average attendance.....	16

NOVEMBER.

Classes held.....	72
Students in attendance.....	1,417
Average attendance.....	19

DECEMBER.

Classes held.....	71
Students in attendance.....	1,347
Average attendance.....	17

"The needs of the gymnasium have already outgrown its capacity."

The Publication Committee reports the following receipts and expenditures for the year 1895—on account of the NEWS:

RECEIPTS.

From subscriptions.....	\$863.75
From advertising.....	1,075.41
From sale of extra copies.....	100.05
From Treasurer.....	697.78

	\$2,736.99

EXPENDITURES.

Commission on advertisements and sub- scriptions.....	\$256.05
Postage, mailing, etc.....	146.36
Engraving and printing.....	2,221.01
Balance cash on hand.....	113.57

	\$2,736.99

During the year 150,000 pages of matter pertaining to the Department, 233,000 to historical and biographical sketches, 294,000 to selections on moral and railroad subjects, and 121 portraits of railroad officials have been distributed through the mediumship of the News. The subscription list is about 2000.

The Committee on Sick Visitation made 403 visits during the year, bearing fruits, flowers, and the story of Christ's love to railroad men who were sick.

The Membership Committee says:

"In looking over the work of the Membership Committee for the year 1895, we must agree that we are in a far better condition than we were a year ago. While our report at the end of the year did not give the same number of members as were given the year previous, it will be remembered that at the opening of 1895 the membership roll was inflated by over 400 names at \$1 each, which were purely contributory, and had to be overcome with permanent membership. This has been done, showing now a total of 1800 members. Encouraging features are the large number renewing without solicitation, and direct application at the room for membership. This we consider one of the best signs of the prosperity of the institution. Instances have come under our attention among the trainmen and those outside of the clerical force, where most wonderful changes have been wrought in the lives of our men. From the recommendation of our Board of Management establishing one fee for membership, we think our hopes for a large increase in the future membership are very good; at the rate applications are now coming in our increase promises to exceed our calculations and expectations."

The House Committee reports a few of the members of the committee as being constantly on duty during the past year. It has followed out the policy of avoiding expenditure of moneys except for absolute necessities requisite to the maintenance of the Department, and says that the general decorum has improved, and that the rules of the house, with few exceptions, have been observed.

The Boarding-House Committee reports a list of 57 boarding-houses under the direction of the Department, 28 more than in 1894, with a constantly increasing number of inquiries for such places. The committee visits and reports upon the general character and condition of homes from which applications for boarders or lodgers are received before recommending them.

The Committee of Conductors has 15 men actively engaged in the work of seating the people attending the Sabbath afternoon ser-

vices in the auditorium. They seated and cared for 30,963 during the year. The Sabbath average in the winter months reached 832, or nearly 200 more than the seating capacity of the hall. On many occasions the crowd was so great that many people had to go away, being unable to obtain admittance for want of room.

The Decoration Committee procured flags and bunting, and on all proper occasions had the building and rooms decorated.

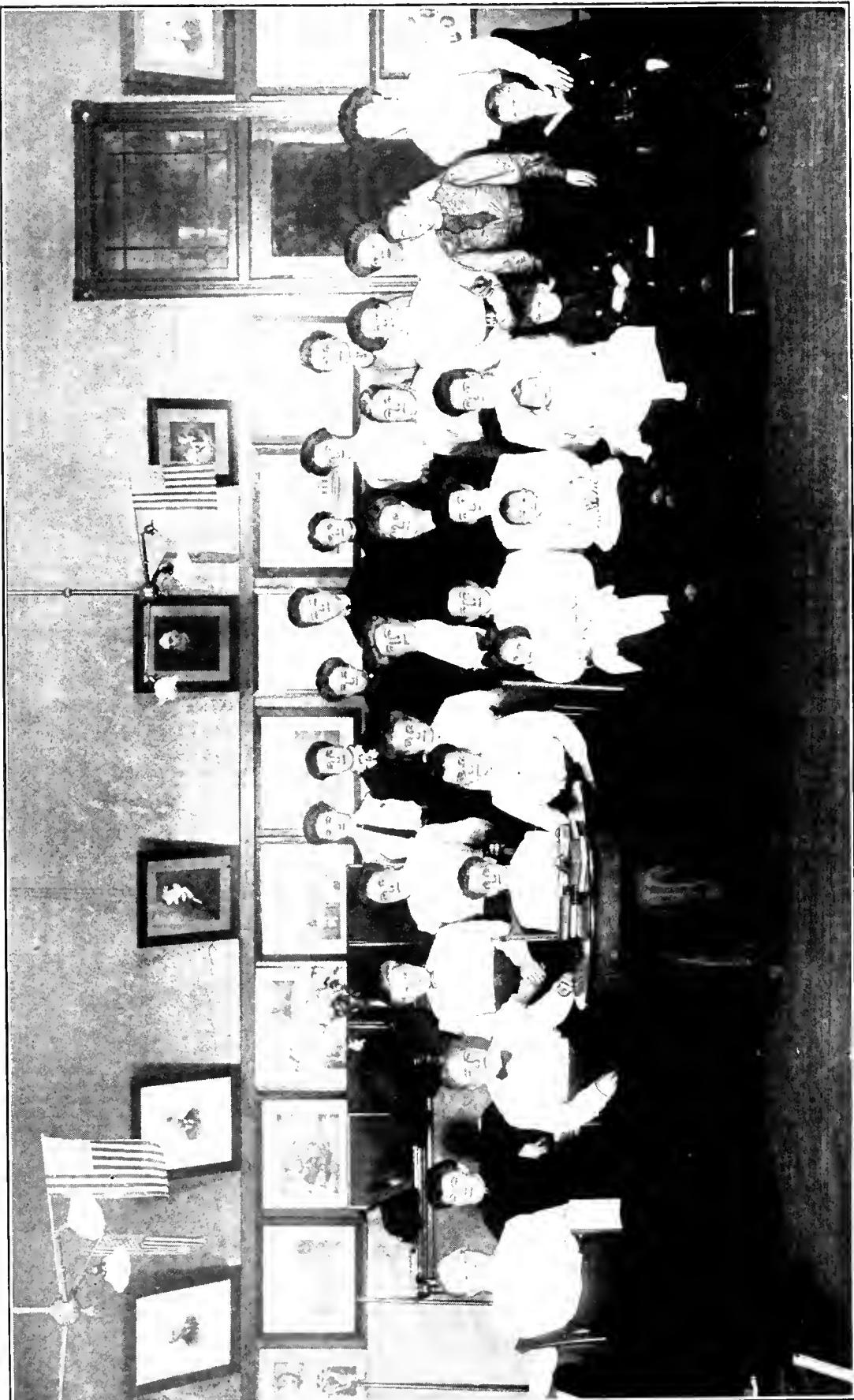
The Finance Committee raised during the year from all sources a revenue of \$17,788.48.

The Religious Work Committee held under its auspices 52 Sabbath afternoon meetings, the aggregate attendance being 30,963; the average attendance, as shown in the report of the Conductors' Committee, exceeding in the winter months the capacity of the hall. There were also held 38 cottage meetings, with a total attendance of 840, or an average of 23 at each meeting. These meetings were held in the homes of our railroad men, and principally with non-professing ones, but the result has been the erection of altars to the worship of the Lord where none had been before. The committee bears testimony to the facts that many railroad men and their families have been led to adopt a Christian life by the influences emanating from the Association; that the practical results speak for themselves, and are shown in a greater personal dignity and a higher view of manly duties among the members, in consequence of which the railroad company has an improved service, and homes and communities better fathers, sons and citizens.

In concluding its report it thanks the pastors and all who aided in performing the religious work of the Department, and specially expresses to Rev. Charles R. Erdman the deep feeling of gratitude entertained for him by all who have listened with much profit to the addresses he made throughout the year. The effort and sacrifices he made are fully appreciated, and the committee rejoices with him in the advancement thus far made toward accomplishing the full aims and purposes of the Young Men's Christian Association.

The Executive Committee reported: "At the close of the year 1895 your Executive Committee, in submitting this report, would respectfully tender its congratulations to the Board of Management on account of the success which has attended the combined and individual efforts of the committeemen and members and friends of the Department along all the lines of work in which it has been engaged.

"The proverb 'In union there is strength' has been practically



WOMAN'S AUXILIARY.

demonstrated by the result of the faithful, harmonious and persevering efforts of the committees whose chairmen tonight have the pleasure, through their annual reports, of rendering an account of their stewardship.

"The time and labor represented by the results of your various committees cannot be realized or approximated by those who have not had a hand in the work, and, although they may not be recognized and seen of men here, we have the satisfaction of believing that they will be disclosed in the future, when even the giving of a cup of cold water to a disciple of the Master shall receive its reward. The work accomplished by your several committees in the aggregate, as stated in their annual reports, emphasizes more strongly than is otherwise possible the benefits accruing from association and co-operation in the prosecution of any work in which we may engage and to which is largely due the success of the Department.

"With the work of the Department divided among twenty-four committees embracing a total of 383 committeemen, representing every department of the service, about one-fourth of the present membership is actively engaged in the work of the Department.

"The committee has held 10 meetings with an average attendance of 9 members. During the past year it has received, considered and taken the necessary action upon 130 reports from the various committees.

"All questions referred to it by the Committee of Management during the year have been disposed of."

The Ladies' Auxiliary Committee numbered 142 members at the close of the year, an increase of 25. It held 19 regular meetings, at which there was an average attendance of 7; it made through its various sub-committees 124 visits to the sick; made and sent out 20 bouquets, designs and wreaths, wrote 8 letters of condolence to stricken families, gave 1 entertainment for admission to which a fee was charged to an audience of 500; provided and gave 8 committee teas to 510 committeemen; held a birthday party which was attended by 1000 people, realizing therefrom \$300, and held a New Year's reception January 1, 1895, when they entertained 1200 persons.

The committee had charge of the monthly receptions during the season and entertained the following number of people:

- 550 at the Fall reception.
- 300 at the Hallowe'en party.
- 400 at the Thanksgiving party.
- 650 at the Christmas-tree party.

In all there were 16 entertainments and teas provided, furnishing entertainment for 5610 people. The receipts and expenditures were as follows:

Receipts.....	\$518.99
Expenditures.....	163.94
Balance, January 1, 1896.....	\$355.05

The above reports, briefly summarized, show that

6,420 persons attended entertainments.

5,423 persons attended lectures.

2,251 persons attended education classes.

30,963 persons attended Sabbath services.

840 persons attended cottage meetings.

4,600 persons attended receptions.

11,339 persons obtained books from library.

7,500 persons used athletic privileges.

The General Secretary then concluded his address by saying:

"A total of 69,336 persons enjoyed some particular phase of the work, exclusive of daily attendance, which reached 75,000, making a total attendance of 144,336, or a daily average of upwards of 400.

"Looking at the past, we see an unbroken path of God's blessings, and as an Association we may surely say, 'Goodness and mercy have followed us all the days of our lives'; yet the future holds no less of bounties to us or blessings to others if we shall be loyal to them. Let us, then, enter upon the new year's work hand in hand, you that are served and we that serve, and let us work together for the advancement of Christ's kingdom in the hearts of our fellow railroad men. Shall we not pray that when another year shall have drawn to its close we may look back on one richer in bounties, spirit and unity, and more fruitful from our labor than the one these anniversary exercises celebrate?"

In the unavoidable absence of Mr. John B. Stauffer, Treasurer, Captain Charles G. Cadwallader read the financial report for the year as follows:

RECEIPTS.

To balance December 31, 1894.....	\$195.74
Received from dues.....	4,262.95
" " Sunday collections.....	460.67
" " contributions of cash and material	7,396.75
" " loans.....	1,700.00
" " interest on deposits.....	61.14
" " P. R. R. NEWS.....	1,957.42
" " lectures.....	70.91
" " entertainments.....	612.34
" " library.....	408.55
" " educational class fees.....	92.00
" " rent of hall and barber-shop.....	555.00
" " " " athletic grounds.....	300.00
" " athletic.....	277.14
" " other sources.....	95.05
 Total.....	 \$18,445.66

EXPENDITURES.

Paid for athletics.....	\$609.35
" lectures.....	288.00
" entertainments.....	1,177.00
" educational work.....	609.53
" religious work.....	524.00
" printing and office supplies.....	846.99
" salaries.....	4,973.36
" P. R. R. NEWS.....	2,655.17
" coal.....	404.31
" taxes.....	240.50
" gas and electric.....	1,264.85
" water-rent.....	30.01
" newspapers and periodicals.....	118.45
" interest on mortgage.....	975.00
" library.....	408.55
" association extension work.....	70.00
" outings for junior members.....	15.76
" sick visitation.....	4.00
" on account of loans.....	700.00
" general and incidental expenses and postage.....	524.02
" furnishings, repairs and improvements	1,349.63
 Total.....	 \$17,788.48

RECAPITULATION.

Receipts.....	\$18,445.66
Expenditures.....	17,788.48
<hr/>	
Balance cash on hand.....	\$657.18

CASH ACCOUNT.

Balance on hand January 1, 1896.....	\$657.18
Cash in hands of committees.....	699.67
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Less amount of loan now due.....	\$1,356.85
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Balance.....	1,000.00
<hr/>	
Balance.....	\$356.85

Mr. William J. Latta, the Chairman, followed in a few words feelingly expressed. He congratulated the Department upon the progress it had made during the past year, and on behalf of the officers of the Company, the audience and himself, thanked the 383 committeemen who had labored to bring about the results. He spoke briefly upon the good effects of the work the Department has had upon the character and bearing of the men, upon their work, the community and the road, and urged the Department to put forth greater effort for the ensuing year. The Ladies' Auxiliary came in for a large measure of praise for the successful efforts in behalf of a better life for railroad men. Dwelling upon the endowment Fund, which he said was near and dear to his heart, he earnestly impressed upon his hearers the value to this Department of swelling the fund to large proportions so that revenues for sustaining the Department would not be left to uncertain sources, and informed them that Mr. R. W. Smith, the Treasurer of the Pennsylvania Railroad Company, would receive as trustee sums in large or small amounts to add to the fund. The NEWS was not forgotten, and was spoken of as a highly interesting and instructive periodical, to which every member should subscribe, because from it knowledge and information could be gathered that cannot be obtained elsewhere. He then closed by calling attention to the increasing interest and influence of the Sunday afternoon meetings, speaking of the great Christian work they were doing, to which the attendance last year of over 30,000 people attested, and introduced the Rev. Charles R. Erdman.

As Mr. Erdman arose to his feet, at the suggestion of the Chairman and in recognition of the former's loving and valuable services

in the past, the large audience arose and en masse, with clapping hands, wished him a "Happy New Year."

Mr. Erdman, in returning his thanks for the warmth of his reception, took occasion to congratulate the Department upon its ninth anniversary, and spoke of the fact that notwithstanding it was young in years the Department was large in size, being the largest Railroad Department of the Young Men's Christian Association in the world. He extended his congratulations because of the harmonious and successful work of the committees, and said: "You can be sure of the harmony, because in none of the committee reports is anything derogatory said of any other committee, and not one of these committees places emphasis upon the importance of its own work." He would be apprehensive of the success of this work were these not facts. He dwelt largely upon the number and size of the committees moving smoothly in every branch of the work—the religious, financial, educational, social, athletic and others—making the work of the Department "the very brightest of any Association in the land, and covering more ground than any other." He drew a parallel between the working of the twenty-four committees, whose achievements were all directed to one end, and the network of tracks on the elevated road leading into Broad Street Station. He said he thought that all these committeemen were striving together in the different branches for "just one thing—to make a way by which men will be brought to the Lord Jesus." And that was the development of Christian character which is witnessed in the successful year's work of this Association. The harmony and advancement was due to the fact that the institution knew how to pronounce its name, that it was "*Christian Association*," and the success from first to last because the Association was Christian. Reading-rooms, libraries, clubs, boarding-houses established along the lines of railroad for the purpose of comradeship and moral training, although starting out with seeming prosperity, all had ultimately marked over their doors the word "failure." This failure, Mr. Erdman said, was because they did not know Christ, and then called attention to Mr. Robert Pitcairn in his many efforts to benefit the railroad men turning to the undenominational work on the lines of the Young Men's Christian Association, and establishing a railroad department on those lines which from the beginning has been a success, because it did know Christ. "Nine years ago," he continued, "you established your Department, and as its history is read we see an association on purely Christian lines which has come to the

front emphasizing the one idea of Christ for the development of character, and placing its dependence upon the Holy Spirit for guidance." The effect of the work upon home and family was feelingly spoken of, and the good work of the women who have toiled so faithfully recognized. Mr. Erdman, in concluding his address, which was listened to throughout with marked attention, made an appeal to those railroad men who have not yet enrolled themselves in the membership of the Association, saying: "Every man should join this work and be a member of this Association. Rally around the same standard of the Church of God. Come right out and say, 'I am come to be known as a follower of the Lord Jesus Christ.' He has a work for each one of you—to work for your fellow-men—to work for God, and I ask him to give you many happy returns of the golden day that is come with congratulations and full of joy."

The audience, standing, then sang the national hymn, "My Country, 'tis of Thee," and were dismissed with the benediction, pronounced by the Rev. J. C. Walker, D. D.

1896.

The most notable of the Department's achievements for the year 1896 was the planning for and carrying to success the enlargement of the building to meet pressing wants. From the start in the new home the work of the Department proceeded with astonishing rapidity, interest increased among the men, members in ever-growing numbers sought admission, until but a short time after the building was opened the astonishing success and unparalleled growth of the Department rendered the enlargement of the quarters necessary. By March, 1896, the expected had happened. The building over whose proportions doubts arose after the first opening day proved to be too small to fully meet the requirements for which it was erected. Crowds of people had to be turned away from the Sunday meetings and the entertainments, the privileges of the class-rooms, baths and gymnasium denied to members seeking them, while the library was overcrowded, the game-rooms contracted, and the bowling alley unable to supply the demand for their use. This growth in the short space of two years from a comparatively small association into the largest Railroad Department in the world was not from the cultivation of one person or influence, but was reached by the steady, energetic, unselfish work of the institution as a whole under the inspiration of the Holy Spirit. Before April 1,

1896, plans and estimates were prepared for additions and alterations to the building to meet the requirements and measures taken to organize committees for raising funds necessary to meet the expenses.

On Thursday, April 16, a large and enthusiastic meeting of the members of the Department was held in the auditorium for the purpose of considering the plans for the extension of the building. Mr. William J. Latta presided, and after prayer by the Rev. Charles R. Erdman, he introduced Mr. Joseph T. Richards, Engineer Maintenance of Way. Mr. Richards, after giving a brief review of the Department up to the opening of the building, said:

"Since then, this P. R. R. Branch of the Y. M. C. A. has grown and prospered so rapidly that today, the 16th of April, 1896, our building, costing two-thirds as much as William Penn paid for the whole State of Pennsylvania, is only about half large enough to accommodate its members. Hence we are here, alive and full of intentions of building an addition, to about double its present capacity, which in all will cost as much, if not more, than the \$80,000 originally paid by William Penn for the whole State of Pennsylvania."

Mr. Richards then proceeded to show, on the canvas stretched in front of the stage, from a lantern-slide views of the first building at 3607 Haverford Street, used 1886-1894, the then building, the proposed enlarged building, and the plans of the basement and first and second floors as reconstructed.

Mr. Walter C. Douglas, General Secretary of the Philadelphia Y. M. C. A., made a short address, in which he expressed the opinion that it would not be difficult to raise the money needed. He referred to the Pennsylvania Railroad's then recent jubilee, and said that the new building would be spoken of as having been reared and dedicated in the jubilee year. Mr. Douglas thought the Philadelphia way of erecting new buildings was far more preferable to the New York way, where an individual furnished the money, or the St. Louis way, where fourteen railroads did the same thing. Here the Company subscribes part and the railroad men will go down in their pockets for the balance. In that way the men will feel that they own the building as well as the Company does, and will take a deeper interest in the work of the Association.

Mr. Latta then made a few well-chosen remarks explanatory of the necessity for enlargement, and the methods adopted by the Finance Committee for raising the necessary funds.

He emphasized his wish that members should only subscribe what they felt they could afford. He then announced that the

Board of Directors of the Pennsylvania Railroad Company had been glad to subscribe \$10,000, and that President Roberts had shown his interest and sympathy by subscribing \$500.

After a few words from William B. Wilson, First Vice-Chairman of the Department, subscriptions were received from the audience in amounts varying from \$5 to \$50, as fast as they could be taken down. At the close of the meeting there was subscribed \$12,890, including the Company's subscription.

From this time on the canvass for obtaining funds to carry on the work was so vigorously pressed that on the 1st of May more than one-half of the estimated cost had either been collected or guaranteed. By the 1st of July the subscriptions amounted to \$25,000, whereupon a meeting of the Committee of Management was called for and met on Monday evening, July 13, and was largely attended. Mr. Latta presided, and stated the purpose to be action regarding when work on the building should be commenced. He announced the amount of money already subscribed for the purpose, and the lowest bids for the entire work aggregated in round figures \$40,000. After a general exchange of opinion as to the advisability of proceeding with the work at that time, in view of the fact that but two-thirds of the required amount had been subscribed, it was unanimously decided to let the contract, have the work pushed to completion and extra effort made to raise the additional amount needed. At that juncture the Chairman created considerable enthusiasm by announcing he would be responsible for \$5000 additional, thus raising the contributions to \$30,000. The lowest bidders on the building were F. S. Tourison & Son, and the contract was let to them. Work began at once, and was continued throughout the fall and early winter to completion, delayed somewhat by lateness in the receipt of material.

The newly enlarged gymnasium was opened Saturday evening, December 19, 1896, by a special athletic entertainment under the direction of Professor Sims. The gymnasium teams of the Central and Pennsylvania Railroad Y. M. C. A. assisted in the programme, and at the close of the entertainment, Chapman and Horan, of the Washington Y. M. C. A., gave a tumbling exhibition. There was a large crowd present.

The opening of the new auditorium took place on the evening of Tuesday, December 22, 1896, and a large audience was present notwithstanding the snow-storm and the fact that most people were busy preparing for Christmas. Large as was the seating capacity of the place it was not sufficient for the crowd in attendance at the

Sunday afternoon services on December 27, when 1547 persons were present.

By January 1, 1897, what was only contemplated in the preceding month of March was practically an accomplished fact.

The formal opening of the enlarged building occurred on the evening of Thursday, January 14. There was an informal reception from seven to eight o'clock, which gave the members and guests an opportunity to inspect the changes and additions. At eight o'clock services were held in the beautiful new auditorium, with an attendance of 800. The large stage, beautifully lighted by incandescent lights and ornamented with handsome palms, was occupied by the Choral Society of 100 voices, by many men prominent in the religious and business circles of Philadelphia, and delegates from other Departments of the Y. M. C. A. The exercises opened by the Choral Society singing Gounod's "Unfold, Ye Portals," after which prayer was offered by the Rev. W. H. McCaughey, D. D., pastor of West Hope Presbyterian Church. Chairman Latta stated that President George B. Roberts, who had laid the corner-stone of the original building, was too ill to be present, and he then read letters from ex-Governor James A. Beaver and Vice-President Frank Thomson, regretting their inability to be present. Confining his remarks almost entirely to the statistics showing the work of the Department for the preceding year, Mr. Latta said there had been 53 Sunday afternoon meetings held, at which the attendance was 24,123; 34 cottage meetings attended by 781, and 24 sessions of Bible classes attended by 555. The Committee on Visitation of Sick made 275 visits; there was an average attendance of 225 at 16 lectures and practical talks; the educational classes had 143 students enrolled, and the total attendance at 191 class sessions was 2225; there were 1135 volumes added to the library during the year, making a total of 5034 books on hand December 31. During the year there were 14,647 books given out, an increase of 3248 over the previous year. The Publication Committee, through the mediumship of the NEWS, circulated 1,947,000 pages of reading matter to over 2000 subscribers; the attendance at 13 entertainments was 7850, and they cost \$1000 more than was received; the total membership is 1773, of which 462 are in the train service; the amount paid for salaries was \$5396.71 and the total sum expended in conducting the institution during the year \$18,159.12. In conclusion Mr. Latta spoke of the new buildings, and said their entire cost was \$42,846.66, of which amount \$32,353 had been paid, leaving a debt of about \$10,000.

Mr. Latta then introduced Mr. John H. Converse, who, after referring to the fact that he once had the honor of being an employe of the Pennsylvania Railroad Company, outlined the growth of the Young Men's Christian Association and concluded by saying:

"To say that corporations have no souls may be technically true, but they certainly recognize the souls in their employes, and do all in their power to fit them for true and intelligent service. This institution is an example of this. There are a great many young men outside the church who belong inside, and the Young Men's Christian Association supplies their needs. It develops character and mental power. It teaches that it is manly to be a Christian. Railroad men have it in their power to influence many for good. This Young Men's Christian Association should be aggressive and its light should shine beyond its own circle."

Mr. Latta introduced as the next speaker Deloss Everett, Assistant Chief Engineer of the Brotherhood of Locomotive Engineers, who for thirty years had been in the employ of the Pennsylvania Railroad Company. Mr. Everett said he simply desired to lay his testimony "on the altar of gratitude" by reciting his earlier connection with the Company and the many kindnesses he had received during that time, showing that while a "corporation may not have a soul," those who governed it had. The Choral Society then rendered in splendid style a selection entitled "My God, my God, why hast Thou forsaken me," after which Mr. Latta introduced Rev. Charles R. Erdman, who, opening his remarks, said:

"This is a memorable night in the history of the greatest railroad on earth; a good night for this city; a glad night for the church of Christ. And when we have mentioned the church, the city of Philadelphia and the Pennsylvania Railroad, what else remains worthy of remark!"

Then in his happy, but serious, vein, showed wherein the triumvirate he had mentioned were glad. During the course of his remarks he spoke of the forces at work in producing the material result before him, saying:

"Mr. Latta has shown by his report the absolute need of the enlarged building in the completion of which you rejoice tonight. Nor is it too much to say that in a very true sense this building stands as a monument of the courage, the faith, the enterprise, the persistence and the 'persecution' of Mr. William J. Latta. Yet it is also true that in his interest and efforts Mr. Latta is the representative of the great corporation he serves, the interest and practical aid

of which has made this enlarged building possible. Nay, further, let me add that Mr. Latta represents tonight the employes of this corporation, who, of every rank, from track-walker to President, have contributed with generosity and self-sacrifice to the success of this work. This building stands tonight as *a monument of what railroad men have done for railroad men.*"

At the close of Mr. Erdman's address Chairman Latta said there was present one whom everyone liked and all were anxious to hear a word from, and he would, therefore, ask Mr. Walter C. Douglas to say just one word; whereupon Mr. Douglas arose, and in his splendid manner said "Good," and sat down again amid much laughter and applause. Short addresses were then made by Mr. William B. Wilson, Mr. S. M. Bard, State Secretary, and Mr. J. W. Hicks, International Secretary of the Y. M. C. A., after which the exercises were closed with the doxology and benediction.

Many changes were made in the original building, and the new structure, which immediately joins it on the east end, includes an auditorium, amphitheatrical in form, 75 by 92 feet, capable of seating 1200 people, and several smaller rooms. The building is of Port Deposit granite, and is trimmed with reddish brownstone. The roof is slated and finished with a lantern top. The entire building is heated by steam and handsomely illuminated by electric lights.

In the eight months during which the extension of the building was in contemplation, progress of construction and completed, the sum of \$32,714.53 was raised towards paying the cost, the receipts being from the following sources:

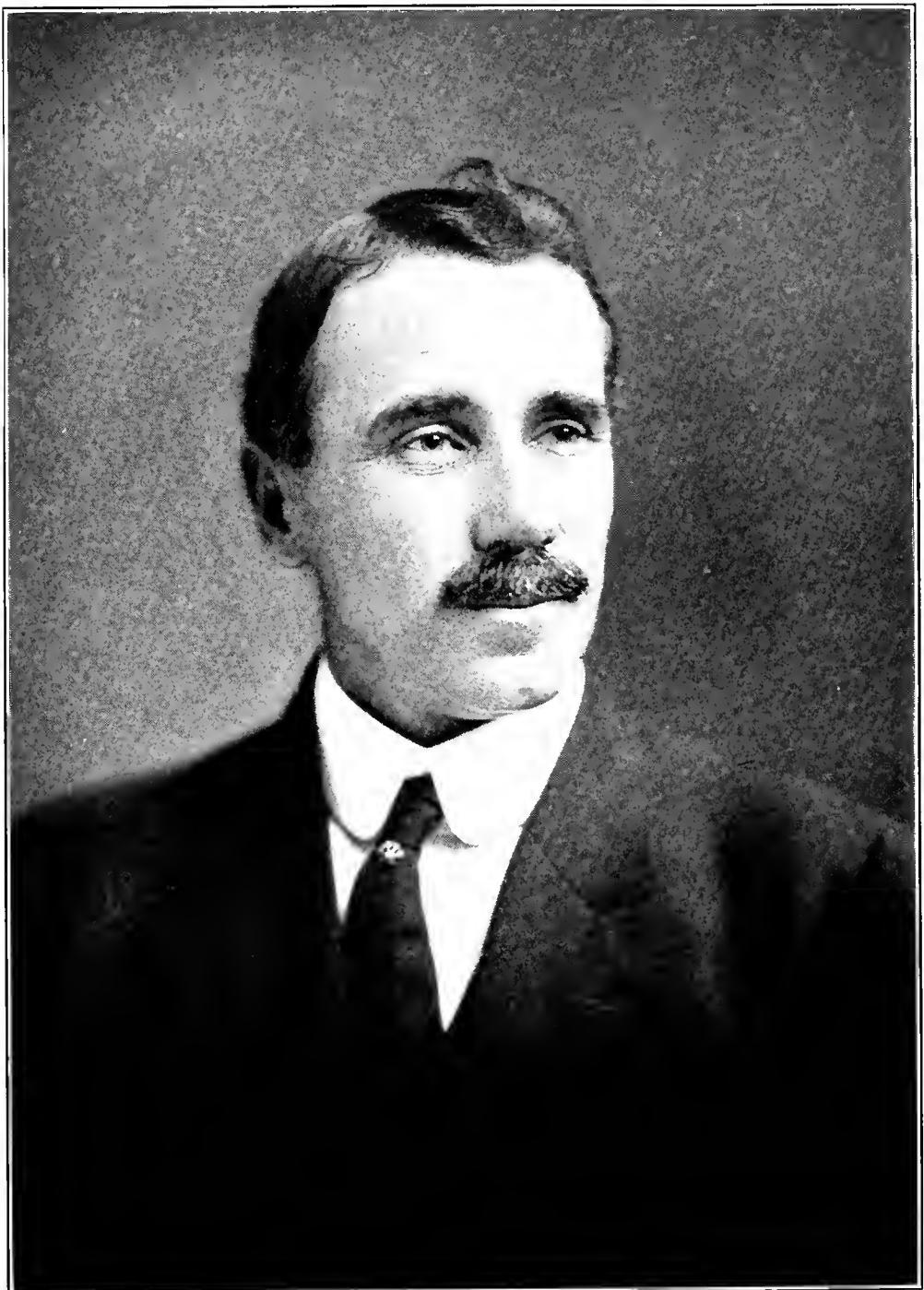
Contributions of Pennsylvania Railroad Company.....	\$10,000.00
Loan from Pennsylvania Railroad Company.....	5,000.00
Contributions from officers of Pennsylvania Railroad Company and friends of the Association.....	6,500.00
Contributions from and collections by the members.....	10,649.69
Contribution from Ladies' Auxiliary.....	500.00
Interest on deposits.....	64.84
	<hr/>
	\$32,714.53

The total cost of the extension was \$42,846.66.

Whilst the work of gathering this large sum of money was in progress the work of the Department in all its different directions, spiritual, educational, physical and social, continued with increased enthusiasm and zeal; and its influence expanding, a decided moral improvement and professional advancement marked all branches of the railroad service.

On the first of January, 1896, Mr. Warner R. Thomas, the Financial Secretary, having accepted employment in the direct service of the railroad company, resigned the position. He had won all hearts to him by his affable manners, quiet deportment, kindly disposition, and by being ever ready to advance the cause in which he was engaged or to make someone comfortable and happy. He was succeeded by Mr. George C. Bartlett, Jr., who was destined to become a very important factor in the development and advancement of the Department. Mr. Bartlett had been connected with the general office of the parent Association, which he entered as a messenger-boy. For over seven years he had been Assistant to the General Secretary, there serving in all lines of the work with capability, earnestness and faithfulness, and came to his new position thoroughly equipped for the work to be done. Modest, quiet and unobtrusive, gentle yet firm, Mr. Bartlett was withal incisive, thorough and concise in the performance of duty, and invariably did the right thing at the right time and in the right place. On April 1, 1896, when Mr. Multer resigned as General Secretary, Mr. Bartlett filled the position until October 1; so, too, on the resignation of Mr. McConaughy he filled it from December 1, 1897, to February 1, 1898, and again, on the resignation of Mr. Towson, from January 1, 1907, to October 1, 1907. On the latter date he was elected to be General Secretary, and continues to hold the position (1910). He has so oiled the machinery of the Department and so watched and directed its different parts that work goes on with perfect regularity and entirely free from friction in any direction.

Mr. William N. Multer, after having filled with satisfaction for a period of six years the office of General Secretary, resigned on March 31, to accept a similar position at Washington, D. C. The vacancy was not permanently filled until September 25, when at a joint meeting of the Executive Committees of the parent Association and the Department Mr. Samuel J. McConaughy was selected. He was inducted into office on October 1. Mr. McConaughy was a young married man with excellent antecedents, spiritually and intellectually, and was one of three brothers whose lives were devoted to



GEORGE C. BARTLETT, JR.
General Secretary, 1907 to date.

Christian work in connection with the Young Men's Christian Association, and in widely separated parts of the world had already made their mark upon religious life. Of the brothers, James was associated with Mr. Moody in his work, David was General Secretary for India, and Samuel had but recently been connected with the Kensington Branch. With a lovely Christian training at home, supplemented by a collegiate education, added to a sweet disposition of manner and a sturdy Christian manliness, he soon won the love and sturdy co-operation of the members.

Mr. J. Q. A. Herring, Manager of Adams Express, having removed to Baltimore, resigned at the June meeting of the Board of Management the Third Vice-Chairmanship. The resignation was reluctantly accepted, for Mr. Herring had been one of the most active supporters of the Department and an earnest worker in its development.

Two vacancies in the Advisory Board occurred towards the close of the year, caused by the death of Hon. John Scott, on November 29, and that of Mr. Henry D. Welsh, on December 19. The vacancies were filled by the selection of Alexander J. Cassatt and William L. Elkins.

The General Secretary summed up the year's work as follows:

"The Religious Work Committee held 53 Sunday afternoon meetings, with an attendance of 24,123; the 34 cottage prayer-meetings had an attendance of 781, and at 24 sessions of the Bible class there were 555 present. The first meeting in the new auditorium, which was on the last Sunday in the year, had an attendance of 1547 people.

"Through the efforts of the Music Committee a splendid Choral Society under the leadership of Mr. W. L. Nassau was organized in November, which had 112 members by the end of the year, and is fast taking rank among the best musical organizations of the city. A choir of 93 voices was also organized, with Mr. Charles H. Harding as leader, and is rendering great assistance in leading the singing at the Sunday afternoon services. A Banjo Club has also been organized and developed into a fine organization. Among their engagements was one at the Academy of Music, where they were well received. The musical talent for the Sunday afternoon services which this committee had been instrumental in securing has been of a high order and added much to the attractiveness of the service.

"The Committee of Conductors had 15 members actively at work during the year seating the people at the Sunday afternoon services. When the old auditorium was crowded to the doors, as it frequently was, the committee had a very hard task to care for the people, and they deserve much credit for their good work.

"The Committee of Sick Visitation made 275 visits during the year, and carried flowers, good cheer and 'the old, old story' of love and trust to railroad men who were sick.

"The Literary Committee conducted 16 meetings during the year, the attendance at which averaged about 225. They consisted of 5 lectures, by some of the best lecturers on the platform, on themes of general information; 6 lectures under the auspices of the University Extension Society, on 'The Debt of the Nineteenth Century to Egypt,' by Prof. Goodyear, of Brooklyn, N. Y., and 2 Practical Talks by prominent railroad men, on subjects of special interest to railroad men. A Literary Society was organized and held several sessions for the discussion of papers and debates, and also a mock Presidential Nominating Convention of considerable interest.

"The Educational Committee reports a gratifying increase in the educational classes over all previous years. The results have been good. Young men have become proficient in stenography and typewriting, and in telegraphy, and have made considerable advance in mechanical drawing, bookkeeping, penmanship and arithmetic. The number of sessions of the different classes was 191 and the number of students enrolled was 143, the total attendance at the classes being 2225.

"Through the splendid efforts of the Library Committee 1135 volumes were added during the past year, making a total of 5034 books in the library, December 31, 1896. The number of books given out through the year was 14,647, an increase of 3248 over the previous year. The additional space and equipment gained during the year makes the library, more than ever, a leading feature of the Department.

"The Publication Committee, through the admirable medium-ship of the PENNSYLVANIA RAILROAD MEN'S NEWS, during the year circulated 1,947,000 pages of reading matter pertaining to the business and work of the Department, as well as historical and biographical sketches and selections on moral and railroad subjects. The circulation is widespread, the number of persons furnished with it directly being about 2000. About 1200 additional subscribers are needed to make the News self-supporting.



SAMUEL J. McCONAUGHEY,
General Secretary, 1896-1897.

"The Entertainment Committee pursued a new policy in regard to admission to the entertainments during the past year, in admitting members and their wives free, and charging them only ten cents for reserved seats. To the public also the admission was made only twenty-five cents, with the same reserved-seat charge as to members. Thus the revenue from the entertainments was not so great as the previous year. There was also another cause for this, attributable to the delay in completing the new auditorium, which necessitated giving five of the thirteen concerts at Association Hall, Fifteenth and Chestnut Streets (which was kindly loaned by the Central Branch), where both the attendance and the revenue were very small. Since the splendid new auditorium has been in service, the attendance has been very gratifying, averaging over 900 at each of four entertainments given there.

"The Athletic Committee was greatly hampered in its year's work by the gymnasium being closed over half the season, on account of the enlargement of the building. During the early part of the year, however, and through December, after the fine large gymnasium was ready to use, very good work was done, the average attendance daily being estimated at over seventy. Through the spring and summer the admirable grounds at Fifty-second Street, for the outdoor work of the Department, were transformed into an Athletic Park, having a quarter of a mile bicycle track (which has been pronounced by competent judges to be the finest in the city), base-ball diamond and cricket crease, with tennis courts and facilities for most outdoor sports, and a stand erected accommodating 1200. The total attendance of those exercising at the grounds was about 6000.

"The Membership Committee made a very remarkable showing, from the fact that it has never been known that an organization of this character has been able to hold its membership during a year of a building canvass, and under such depressing times financially as were experienced last year. Out of the 1314 Senior expirations occurring during the year 726 renewed their membership and 772 new members were added, making the total Senior membership, December 31, 1896, 1498. The Department also had 93 Junior members and 182 members of the Ladies' Auxiliary, making total 1773. A general classification of the membership shows 462 trainmen, 441 clerks, 35 officials and 560 miscellaneous (agents, foremen, warehousemen, shopmen, laborers, messengers and sons of employes).

"The Building Committee have had a very busy year, planning and supervising the enlargement and alteration of the building. They have kept constant oversight of the building during its construction, and deserve much credit for their efforts in bringing about the splendid results which have been achieved.

"The Finance Committee made some canvass for contributions for current expenses in the early part of the year, but devoted most of their efforts toward securing subscriptions for the building fund. The committee was enlarged to fifty-three members, sub-committees were formed, books were circulated among the officials and employes of the Company, and a great deal of money was secured. When it was found that sufficient funds could not be obtained in this way the committee appealed to the public and secured some generous subscriptions. Following is the financial report for 1896:

BUILDING FUND.

RECEIPTS.

Contribution of the Pennsylvania R. R. Co.....	\$10,000.00
Loan from the Pennsylvania R. R. Co.....	5,000.00
Contributions from officers of the Pennsylvania R. R. Co. and other friends.....	6,500.00
Contributions from and collections by mem- bers.....	10,649.69
Contribution by Ladies' Auxiliary.....	500.00
Interest on deposits.....	64.84

Total.....	\$32,714.53
Expenditures to date.....	32,355.29
Balance.....	\$359.24

Cost of building extension.....	\$42,846.66
Amount paid.....	32,355.29
Less balance on hand.....	\$10,491.37
Balance due.....	359.24
Balance due.....	\$10,132.13

The current receipts and expenditures for the year were as follows:

RECEIPTS.

Balance on hand January 1, 1896.....	\$657.18
Membership dues.....	3,499.80
Sunday collections.....	351.36
Contributions and rebates	6,257.85
Engineers' permanent fund.....	10.50
Lectures.....	33.60
Entertainments.....	333.85
Library.....	208.01
Building Committee, returned loan.....	390.93
Educational class, fees returnable.....	50.00
Athletic Committee.....	1,057.63
Rental of Athletic grounds.....	300.00
PENNSYLVANIA RAILROAD MEN'S NEWS.....	3,079.19
Rental of hall and barber shop.....	330.00
Loans.....	1,813.33
 Total receipts.....	 \$18,373.23

EXPENDITURES.

Printing and stationery.....	\$345.03
PENNSYLVANIA RAILROAD MEN'S NEWS.....	3,694.19
Religious work and Sunday music.....	454.48
Books, newspapers and periodicals for library....	304.58
Educational work.....	443.60
Entertainments.....	1,339.05
Athletic supplies and improvements.....	2,042.38
Lectures.....	290.15
Salaries.....	5,396.71
Incidental expenses and postage.....	160.67
Improvements and expense of setting dynamo	281.23
Music.....	55.25
Payment of loan from 1895.....	1,000.00
Taxes.....	240.50
Junior work and summer outing.....	50.50
Interest on mortgage.....	325.00
Loaned to Building Committee.....	350.00
Gas and electricity.....	672.42
Coal and coal freight.....	416.58
Furnishings, supplies and general expenses.....	336.80
 Total.....	 \$18,199.12
Balance on hand December 31, 1896.....	174.11
 Total.....	 \$18,373.23

Up to the first of January, 1897, there had been expended on the building, exclusive of furnishings, the sum of \$99,585.95. Of that amount \$71,585.95 had been subscribed for and paid in by the various friends of the movement, in a period of three years, through the activity, energy and earnestness of the members of the Department. The balance, amounting to \$28,000, was secured by a mortgage for \$23,000 and a note for \$5000.

The Board of Management was the same as in 1896, and the officers the same with the exception that Mr. Roger Hendley was chosen Fourth Vice-Chairman to fill the vacancy caused by the resignation of J. Q. A. Herring, and the promotion of Robert S. Beatty to Third Vice-Chairman. The work for the year was divided up among twenty-three committees, of which the following-named were chairmen:

<i>Athletic Committee</i>	J. A. NEWBERN
<i>Boarding-House Committee</i>	E. T. PEACOCK.
<i>Building Committee</i>	JOSEPH T. RICHARDS.
<i>Decorative Committee</i>	O. P. LUDWIG.
<i>Educational Committee</i>	B. F. MILLER.
<i>Endowment Committee</i>	WILLIAM A. PATTON.
<i>Entertainment Committee</i>	CHAS. C. KINNEY.
<i>Executive Committee</i>	JAMES S. STACKHOUSE.
<i>Extension Committee</i>	A. A. BREHM.
<i>Finance Committee</i>	CHAS. G. CADWALLADER.
<i>Grounds Committee</i>	S. P. HUTCHINSON.
<i>House Committee</i>	S. C. PEARSON.
<i>Junior Committee</i>	CHARLES R. SMITH.
<i>Library Committee</i>	WILLIAM HAMMERSLY.
<i>Literary Committee</i>	JOHN M. DORAN.
<i>Membership Committee</i>	ROBERT S. BEATTY.
<i>Music Committee</i>	R. J. McCORMICK.
<i>Publication Committee</i>	WILLIAM B. WILSON.
<i>Purchasing Committee</i>	GEORGE H. GRONE.
<i>Reception Committee</i>	T. S. ESSICK.
<i>Religious Work Committee</i>	WILLIAM H. GEORGE.
<i>Sick Visiting Committee</i>	DANIEL W. FREAS.
<i>Ushers' Committee</i>	WILLIAM T. ADAMS.

Upon the completion of the original building it was found that sufficient room had not been provided to carry out fully all the objects of the organization. This was strikingly true of some of the social features, and therefore barriers had been taken down and

members permitted access to all parts of the building in pursuit of what each considered his personal comfort. This, whilst it encouraged freedom, led to some abuses fruitful of complaints and annoyances. With the enlargement of the building, which provided ample space for all purposes, the Board of Management allotted rooms to be specially used for devotions, receiving members and visitors, social purposes, athletics, smoking, library, reading, educational classes, entertainments, and for the Ladies' Auxiliary and the Junior Branch of the Department. These allotments and limitations were promotive of good results. The membership, being made up of men of more than average intelligence and possessed of desire for improvement and doing good, carried daily more of the burdens of their fellow-man and constantly progressed in Christian practices. While the Department was dedicated to Christian use, they very truly interpreted that that dedication did not shut the doors to the real pleasures and enjoyments of the social life, and, entering into all the activities which the Department afforded, became more and more imbued with a broad spirit of brotherhood. The rapidity with which the Department grew and the enthusiasm of the members caused a pessimistic view as to its future to enter the minds of some of its friends. To counteract the influence of that condition the *NEWS* in the February (1897) issue presented the following editorial:

“We have many warm and earnest friends and sincere and active members of this Department who, at times, become unduly exercised about the future of this work. The growth has been so phenomenal, the interest excited among railroad men so intense, the changed lives so marked, that the question arises to their minds, What of the future? Without answering that question by pointing to ‘Faith, Hope and Charity’ as the foundation principles over which the fabric has been reared, or to ‘Love, Purity and Immortality,’ emblazoned upon the banner under which the army of members marches, we turn on the light of experience, in another city, and show what has happened to a similar institution which started twenty-one years ago under less propitious circumstances than did this Department, and in its existence up to the present period, when it has reached a vigorous manhood, has never been environed by the same favorable conditions. Now read the evidence as found in the editorial column of the *New York Railroad Men* for January, 1897, as follows:

“Twenty-one years ago, when the Railroad Branch of the Young Men’s Christian Association was first formed in New York, there

was by no means the friendly feeling towards it which now exists. Not a few questioned the practicability of the scheme which was proposed; others were prejudiced against it because of its name, and some supposed it to be a selfish design of the railway management to promote corporate prosperity. The years have brought their lessons, both to railroad men in general and to the Railroad Associations. Steadily confidence has taken the place of distrust, and good feeling has succeeded suspicion. Railroad officials have exhibited a kindly interest in their subordinates and a readiness to provide for their comfort, which has resulted in a responsive co-operation on the part of the men. The Association is now understood by nearly all, and its methods are approved. These methods have widened in their scope since 1875. Then the Association was very small and its work limited to the reading-room, entertainments held at irregular intervals and one religious meeting a week. Its committee force was small, and its headquarters in the basement of the Grand Central Station. It is most encouraging to contrast that time and those conditions with the present. The Railroad Men's Building, with its conveniences equal to those of a well-appointed club-house, is the centre of its activity; a comfortable building at New Durham is its local headquarters; while it reaches practically all of the men at Mott Haven, West Seventy-second Street and Weehawken. The committeemen now number more than two hundred, and the work has been extended so as to include nearly every legitimate demand of its members, in their physical, social, intellectual and spiritual life.

* * * * *

“The theoretical scheme of twenty-one years ago has now been worked out, and a practical business-like organization is the result. Then it was prophecy and hope; now it is history and accomplishment. There are, no doubt, varying degrees of appreciation among the members of the Association. Some fail to understand its principle of action, which is unselfish service for others. A few would consider it beneath them to acknowledge the receipt of help from any source whatever—haughty, self-sufficient men they are, moving in the narrow orbit of their own selfishness. The vast majority appreciate both the spirit which prompts and the methods which are employed by the Association. They see that while it is religious, it is not narrow; that it finds a place within its ranks for Christian men of all denominations; that the religious motive fur-

nishes an incentive to action of a most practical kind; that membership is valuable, even if considered upon a financial basis. It is noticeable, too, that the men who know most about the institution and do the most for it are the ones whose faith in it is strongest.”

The Department sustained a great loss in the death of George B. Roberts, President of the Pennsylvania Railroad Company, which occurred January 30, 1897. Mr. Roberts had always taken the deepest interest in the Department, assisting it in every way with influence, advice and material aid, both in his official and personal character. While sorrow for his loss was universal, perhaps in no direction did its feeling take deeper hold than in the breasts of the members of the Department. On the Sunday afternoon succeeding the sad event there assembled in the building an audience of 1600 persons, almost wholly composed of Pennsylvania Railroad employes and their families, to hear an address by the Rev. Charles R. Erdman. In opening his remarks, he paid a touching tribute to the memory of Mr. Roberts, and spoke feelingly of his character and devotedness. He referred to him as the friend of all the employes of the great railroad, and the true friend of the institution dedicated to their use, which by his death had suffered a great loss. He continued by saying:

“I want to speak just one word more about our great leader and friend, who has just been taken away from us. Mr. Roberts had faith. He put his trust in everything that he did, and it was that which made him what he was.

“And what is faith? I do not think I can give a better definition of it than the little girl who, upon being asked what faith was, replied: ‘It is taking God at his word.’ Is that not exactly what it is—believing what God tells us without further doubt or hesitation?

“Mr. Roberts had this faith. His great influence during life gathered around this point and caused him to be able to spread good among his fellow-men, and, above all, he was a Christian.

“I think the last time he took me by the hand was in the little church which he had built and started. His good manhood was magnified by his high official position.”

The obsequies of Mr. Roberts took place at St. Asaph’s Church, Bala, on February 2. Before the funeral cortege reached it, the beautiful sanctuary rapidly filled up with people. From the councils of the city, State and nation; the centres of trade, transportation, commerce and finance; the Church, the home, the office, the shop, the train service, the tracks—through all the varied grades and conditions of life—from the Governor of the Commonwealth to the

track-walker of the Schuylkill Valley Railroad, both of whom were present, came true and sincere mourners to pay the last sad tribute of respect to one they had loved and looked up to as a leader along the better pathways of life. On March 24, 1897, Mrs. Miriam P. Roberts sent to Mr. William J. Latta, Chairman of the Department, her check for five thousand dollars for the use of the Department. This contribution was from the special fund that Mr. Roberts provided for in his will to be distributed by Mrs. Roberts. The Management of the Department, in conjunction with the Advisory Board, after considering the various uses to which the money might be put, concluding that inasmuch as Mr. Roberts took a deep interest in the Department and kept its success near to his great heart, the fund should be kept intact, permanently invested, and the interest only from its investments applied to the various uses of the Department. And further, that to perpetuate the memory and Christian virtues of the lamented late President, the fund should be called "The George B. Roberts Fund." Mr. Robert W. Smith, Treasurer of the Pennsylvania Railroad Company, and Trustee of the Endowment Fund of the Department, was made Trustee of the Fund.

This munificent gift, invested in the manner given above, has become an influential factor in the Department and its future usefulness. As the interest of the fund is presented at stated periods, it reminds the members that if Mr. Roberts is not of them in flesh he is with them in spirit, and that his good name will ever be a beacon to light them along a Christian roadway leading to a manly life.

At the closing exercises of the Department, held in the auditorium, Tuesday evening, April 13, 1897, Rev. H. C. McCook, D. D., pastor, and the trustees of the Tabernacle Presbyterian Church, Thirty-seventh and Chestnut Streets, announced through the Chairman of the Department that, in recognition of the Christian character and moral influence of the educational classes of the Pennsylvania Railroad Department, Young Men's Christian Association of Philadelphia, they had created a permanent endowment for the purpose of awarding annually two prizes, one of the value of ten dollars and the other of five dollars, to be presented to the best and second-best students in those classes.

The Board of Directors of the Pennsylvania Railroad Company presented to the Department the desk occupied by Mr. Roberts as a memento of the best friend the Department had ever known. The desk was placed in the library, in a prominent position, and is being carefully preserved and looked after.

In September Mr. William H. George, after five years of faithful service as Chairman of the Religious Work Committee, desiring to be relieved, requested the Chairman to appoint someone in his place. Mr. G. H. Hungerford was selected and assumed the responsibilities of the position. Mr. George was entitled to and received commendation for the good record that was made along the lines of religious work while he was Chairman. The work was small when he undertook its supervision, but grew to large proportions, so that when Mr. Hungerford undertook to supervise it it was no small undertaking to maintain and develop it that confronted him; but he entered upon the work well fitted to advance it by his thorough training in Bethany Presbyterian Church, where he was one of Dr. J. Wilbur Chapman's most valuable and efficient workers.

On October 4, 1897, a meeting of the Board of Management and members of the sub-committees was held in the lecture-room of the building. As the roll was called over two hundred interested persons answered to their names, all showing in their manner and speech that the spirit of the work was more active than at any previous time. The reports read from the various committees showed that the work on all its lines was steadily advancing. Chairman Latta, who presided, after passing comment on the reports, called attention to the fact that the Department was in debt, saying: "It is an old story, but it is not a situation to discourage us. It is not an unfortunate situation. On the contrary, it is one that should stimulate us to do more and better." He then outlined what had been accomplished, and then made prominent the fact that the first thing—the important thing—to be done was the making of earnest endeavors on the part of the members to lift the Department out of debt, which was retarding the work and preventing the Department from reaching the high plane of full efficiency so greatly to be desired. Several members followed the Chairman in short speeches on the subject, and when the meeting adjourned "debt-paying" became a prominent thought in the minds of all those who had been present.

The final reports of the year presented the following facts:

ATTENDANCE.

At building.....	148,555
At religious services.....	44,654
At athletic grounds.....	11,065
At entertainments.....	26,750
At lectures.....	3,195
Total attendance.....	234,219

MISCELLANEOUS.

Attendance at gymnasium classes.....	8,128
Attendance at educational classes.....	2,183
Shuffleboard-room.....	20,000
Books circulated from library.....	17,789
Committeemen.....	300
Pages reading matter distributed by the Publication Committee.....	1,000,000
Visits to sick and injured.....	427

MEMBERSHIP.

Clerks.....	463
Juniors.....	124
Ladies' Auxiliary.....	168
Miscellaneous.....	397
Shopmen.....	137
Trainmen.....	429
 Total.....	 1718

Receipts.....	\$22,496.01
Expenses.....	\$20,926.59

The expenditure per member was a fraction over \$12.00.

In speaking of the results for the year, Chairman Latta said: "The work has produced faithful men—men of character moulded in neater lines. It has taught application to duty, and a higher sense of individual responsibility—a deeper feeling of helpfulness one toward another." Mr. Walter C. Douglas, General Secretary of the Young Men's Christian Association of Philadelphia, who was present at the meeting held January 10, 1898, for the reading of the yearly reports, subsequently wrote: "There was a suggestion of immense power in that body of men forming the living machinery in the wonderful work going on at Forty-first Street and Westminster Avenue. I was impressed by the perfection of organization and by the unity of spirit. I was struck by the intelligence, clearness of expression and fineness of spiritual insight with which locomotive engineers and other railroad men expressed themselves. I was impressed as never before with the educational power of an organization which had so trained and developed men in a few short years, and I was filled with hope and enthusiastic anticipation of its future."

The opening of the year 1898 was observed by keeping "open house" at the building on January 1. There was an attendance of 2500 persons in the afternoon and 1200 in the evening. Comradeship



CHARLES R. TOWSON,
General Secretary, 1898-1906.

was prominent, and greatly enlivened by fine music and exhibitions in athletics and magic in the afternoon and a concert in the evening.

At a meeting of the Board of Management held January 10, 1898, Mr. Charles R. Towson was selected as General Secretary, and on February 1 he assumed the duties of the position. Mr. Towson was an absolute stranger to the members of the Department, but as he was highly recommended by the city, State and international officers of the Young Men's Christian Association, he at once became possessed of their confidence. Mr. Towson was born in Baltimore, Maryland, on September 26, 1863, and educated in the schools of that city. Upon leaving school he entered mercantile life, and for ten years was a very successful commercial traveler, as a representative of one of Baltimore's largest and most important paper houses. He early connected himself with Association interests in his native city, and whilst on his travels embraced the opportunities they afforded to observe the Association closely in different localities to study it as an institution and to note its effects as such upon the lives of boys with unformed character and upon those of matured men. He was so impressed with the work and its importance that he gave up business pursuits and entered the secretarial field. He was engaged in business in southwest Virginia from 1890 to the fall of 1893, when he became General Secretary of the Roanoke (Va.) Young Men's Christian Association. In May, 1895, he was called as General Secretary to the larger field at Norfolk, Va., which position he only left to accept the call made by this Department. He exhibited an intense love for the work, was tactful, energetic and abounded in natural wit, readiness of speech and personal magnetism. He was possessed of courage, patience, firmness and overflowing kindness. He made and maintained discipline without friction; led with ease and followed gladly. His varied abilities and executive qualities found abundance of material to work upon, and his eight years of administrative work in the Department proved that he did not waste it. He continued with the Department until December 31, 1906, when he resigned to accept an advanced position as one of the Secretaries in the International Committee.

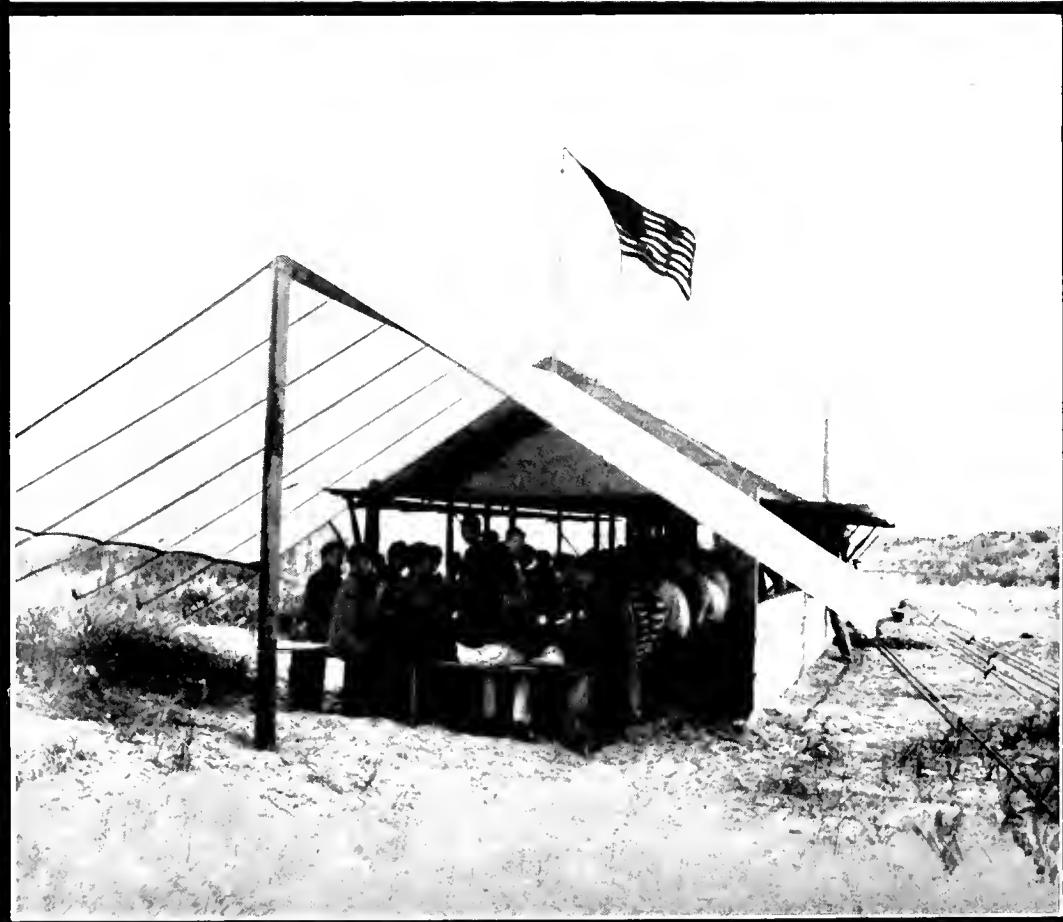
The personnel of the Board of Management remained the same as prevailed during the preceding year, with the exception of the retiracy of R. T. Garland and the addition of five new members. The new names appearing on the roll were R. J. McClain, Joseph W. Pullen, William Hammersley, Reese L. Hannum, W. L. Megary and W. M. Davison. The only changes in the chairmanships of

committees were O. P. Ludwig, succeeding E. T. Peacock of the Boarding-House Committee; John K. Rynier, succeeding Charles G. Cadwallader of Finance, and Roger Hendley, succeeding S. C. Pearson of House.

The installation of Mr. Towson stimulated action in all directions, particularly in the Junior Department. The interest in the "boys" had always been deep from the foundation of the Department; however, until 1893 there had been no movement made towards organizing the boys themselves. On May 14, 1893, Chairman Latta, at a meeting of the Board of Management, suggested the advisability of organizing the boys under sixteen years of age into a Junior Department for the purpose of bringing them under good influences and giving them a direct interest in the work of the Association under proper restrictions. The Board, acting promptly on the suggestion of the Chairman, unanimously adopted the following resolution:

Resolved, That a section of our Department be organized to be known as the Junior Branch of the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia, to be composed of youths between the ages of ten and sixteen whose parents are employes of the Pennsylvania Railroad Company or affiliated companies, or who are themselves employes; the membership ticket to cost \$1.00.

Mr. J. A. Keesberry was appointed to take charge of the work of organizing the Branch on the general plan of the Department. His duty was well performed, and in a short time procedure was established, committees of the Juniors formed to carry on the general phases of the work in mental advancement, physical development, moral uplift and recreation under the observation and supervision of the departmental authorities. The boys took up the work with enthusiasm, and carried it forward with the same earnestness, activity, dignity and intelligence as was displayed by the seniors. They felt the responsibility and did not shrink its requirements. Thus was founded one of the most important schools for training youths for entrance into the service of the Pennsylvania Railroad. It is a school that gives opportunity for thought, action and developing of character, and in the years that have intervened has furnished a large number of high-classed minor employes who have rapidly advanced, or are rapidly advancing, into more and more important official positions to the betterment of the railroad company and the advantage of the communities served by it. So rapidly did the



FIRST BEACH CAMP FOR BOYS AT OCEAN CITY, N. J.

Junior work develop that at a meeting of the Board of Management in February, 1898, it was deemed necessary to enlarge the facilities to enable more vigorous progress to be made. At that meeting it was decided to equip seven rooms on the first floor of the main building for the accommodation of the Branch and place the administration in the hands of a competent secretary. The rooms set apart were:

Committee-room.....	14 x 15
Cloak-room.....	8 x 10
Reading-room.....	15 x 35
Social-room.....	35 x 40
Shuffleboard-room.....	14 x 38
Toilet-room.....	7 x 8
Bath-rooms.....	12 x 18
Locker-room.....	20 x 32

Complete separation from the Senior's department was a recognized principle of the foundation, and has been maintained. The general privileges of the Department—gymnasium, swimming-pool, library and athletic field—were accorded the Juniors, limited however, to fixed hours. Mr. George C. Bartlett, Jr., the Financial Secretary of the Department, was placed in charge of the Branch as Secretary. Mr. Bartlett's thorough understanding of child life and his sympathy with it, added to his qualifications for administrative duty, made him an exceptional man for the position, and the advancement made by the Juniors must to a large extent be attributed to the firm and faultless foundations laid by him. The work of transforming the rooms for their future uses went on without interruption, and on May 6, 1898, they were formally opened, thoroughly equipped for the work they were designed to advance. Under the supervision of George M. Stewart, Warner R. Thomas and C. R. Smith, at different times from 1893 to 1898 the Juniors had been taken on "outings" to such places, and similar ones, as the Baldwin Locomotive Works, the Zo-ological Gardens, the Mint, the Atlantic Refining Company, the Dwight Farms and Fairmount Park, combining instruction with pleasure, with the best possible results to the individual boy; but it was reserved for Mr. Bartlett to conduct them to the ocean, "Blue, darkly, deeply, beautifully blue." A camp was determined upon, to be established at Ocean City, N. J., and be maintained from July 6 to 16, and named "Camp Latta" in honor of the Chairman of the Department. Sixteen tents were provided, with all the necessary food, bedding and service. Ocean City

was selected for its superb beach, stretching for over seven miles without a break; for its proximity to Philadelphia and for the variety of enjoyments it afforded camping parties. Crabbing, fishing, sailing, rowing, bathing were the attractions to be presented to the boys. Under the leadership of Bartlett, accompanied by Harry Magann, acting Chairman of the Outing Committee, Charles R. Smith, Chairman Junior Committee, J. H. Beck, Warner R. Thomas and William F. Showalter, thirty-two of the Juniors disembarked from the Philadelphia express on the morning of July 6, and made a wild dash for the beach, shouting as they ran:

"Rah, 'rah, 'rah! Hist, boom, bah!
Choo, choo! P.—R.—R.!"

Whilst the boys enjoyed every moment of their time, and were benefited and broadened by their new experience, they did not neglect their religious obligations, and on Sunday morning, July 10, they held services in their large mess tent, and in the evening at a large building on the boardwalk. Several hundreds of sojourners at Ocean City attended their services. The boys returned home benefited in every direction, and as they formed the first great camp of the Department and practically laid the foundations for the "Seashore House" to be spoken of hereafter, justice demands that their names should be recorded. Those composing the party were:

Howard Taylor, Howell Maxwell, Elmer Roberts, William D. Baker, Zophar Berry, Chester W. Thompson, Herman Hevenor, Howard Berry, Frank K. Bacon, Harold S. Custer, Geo. W. O'Malley, Jr., Arthur E. Burgess, Edward W. Darr, W. F. Flounders, Jr., Edward Meade, Wilbur Hammersley, Ray M. Beck, Harry G. Hayes, Alfred C. McMinn, Jr., Elwood W. Morgan, W. H. Hitchcock, John Flannery, Edward A. Stockton, Jr., Chandler Morgan, Raymond Rhoads, Walter Stoever, Leon Siter, R. Olden Beatty, Howard Yecker, Richard Meng, Harper Guinn, Earle Maxwell.

The war with Spain having broken out, a number of the members of the Department enlisted in the army and navy of the United States, and the Board of Management at its meeting held April 26, 1898, pledged itself "to assist the National Christian Relief Association in caring for the soldiers and sailors now fighting for Cuba's freedom and America's honor"—a pledge which was faithfully kept. In July there was a flag-raising, at which the patriotic sentiment of the Department was displayed. The occasion was on the evening of a band concert by the Citizens' Band of Steelton, Pa., which had drawn a large number of people to listen to the music.

Incidental to the concert the flag-raising was held on the lawn, in the centre of which a splendid single 85-foot flagpole, the gift of Armstrong & Printzenhoff, contractors, had been erected. The flag, which was 15 x 25 feet, was presented to the Department by the President and Board of Directors of the Pennsylvania Railroad Company. At 6.30 P. M. the Citizens' Band took a position around the foot of the flagstaff, and after playing a spirited march the ceremonies were begun by the band playing "America," at the conclusion of which Rev. Chas. R. Erdmann offered a most eloquent prayer, and at its close the flag was hoisted to the top of the pole by John Rynier and Carver McMinn, and was unfurled by J. C. Webb, Supervisor of Building. As the beautiful flag was unfolded to the breeze it was saluted by the whistles of twenty-two locomotives located throughout different parts of the West Philadelphia yards, and their noise completely drowned the playing of the "Star Spangled Banner" by the band, as well as the cheers of the vast multitude that was present. When the noise had subsided Mr. William J. Latta, Chairman of the Department, made the following brief address:

"Standing here, under the country's flag, let these thoughts engage your mind. Your country asks at all times, but especially at the present, that you devote your best mental effort in her behalf. Whether you be in a profession or trade, you can do something for her cause. Train your talent, therefore, for the common good. Remember that this emblem of your country shows its feeble beginning in its stripes, representing the original thirteen States, and her wonderful progress in its stars, chronicling the additions thereto. This, therefore, is an evidence to you that although the beginning was cradled in severe sacrifice, swathed in expended blood and treasure, the progress has not been devoid of the same kind of sacrifice, when you read the history of the acquisition of all these commonwealths. Your part, therefore, is to bow the neck to the yoke and the knee to proper public service. Seek your duty and perform it. Again, the love that you have, or should have, for one another is shown in the beautiful red, while the purity you should have in your lives is exemplified in the white. The blue should remind you of the duty and virtue you should exercise in the enjoyment of your liberty in thought, deed and religion. The stars depict the bright reward there is beyond for the diligence displayed. Let there be no misunderstanding of your duty as good citizens. Take a part in politics—make them better and purer. Give your country

a service, and let that effort be in well-chosen directions, including the support of good men.

"Remember that in this time of war you at home have obligations to uphold the common cause. While war is most to be deplored, yet in this great conflict we can already see Divine Providence working out a result. No one will doubt but the advancement in the professions, mechanics, arts, trades, inventions, cleaner politics, diplomacy, heroism and charity that must come to our country, if properly administered, will make it the grandest on the earth. Progress has already been made, and greater is yet to come. The heroes are the first, perhaps, to answer the divine call, and with what enormous stimulation their development in deeds has thrilled the youth and manhood and even womanhood of our land! Men will grow and women will appear where before but commonplace people, for lack of stimulant and opportunity, stood still. Invention will advance in swifter strides, diplomacy is being improved, and cleaner politics must come as an anchor. Charity is here in various forms, softening nature, and opening sweet comfort to sweeter living.

"It is well, then, to remember that with a common country, a common emblem aloft, we have a common God and Saviour. To them must we consecrate these efforts, these results and this country. Do not fail to carry this on your breastplate as you do battle, whether with warlike weapons or implements of peace. Standing here, inspired by the patriotic impulses that this occasion causes to course through your veins, you are also standing under the shadow of that other institution whose influence works along parallel lines. Let the one regard the other, not in any antagonistic feeling, not in a spirit of rivalry, but rather as the means to reach the same end—the uplifting of character, the christianizing of a nation, the salvation of a people, the consecration of a community, as an example for the world to consider as the result of true religion and true patriotism, depicting in their joint action what God can in His wisdom and might through men and women do for His Blessed Kingdom."

The brief but impressive ceremony was brought to a close by the band playing "Hail Columbia."

On May 2, 1898, Mr. J. A. Newbern, Chairman of the Athletic Committee, died after a short illness. Mr. Newbern, who had succeeded Mr. E. A. Stockton, who resigned September 18, 1896, had been an enthusiastic worker in the development of the athletic

work of the Department and was an important factor in bringing about the steady progress which that work has made. Mr. George H. Grone was appointed Chairman to succeed him.

The results of the activities for the year are shown in the following statistics culled from the annual reports:

General attendance at building..... 145,654

RELIGIOUS WORK.

	Meetings held.	Attendance.
Sunday gospel meetings.....	52	33,964
Sunday Bible class.....	58	623
Bible training class.....	20	509
Cottage meetings.....	38	875
Totals.....	168	35,971

SICK VISITATION.

Number of visits to sick and injured..... 406

SOCIAL.

	No. of Events.	Attendance.
Star Course entertainments.....	19	17,650
Special entertainments.....	11	8,650
Receptions, sociables, etc.....	7	10,760
Committee teas.....	6	515
Committee meetings.....	43	480
Totals.....	86	38,055

ATHLETICS.

Senior members using gymnasium.....	5,407
Junior members using gymnasium.....	3,564
Visitors to gymnasium.....	8,028
Senior members using grounds.....	7,043
Junior members using grounds.....	650
Visitors to grounds.....	7,640
Totals.....	32,332

MUSIC DEPARTMENT.

	No. of Sessions.	Attendance.
Banjo Club.....	22	239
Choral.....	24	1,203
Sight singing.....	23	708
Sunday choir.....	26	910
Total.....	95	3,060

EDUCATIONAL DEPARTMENT.

	No. of Sessions.	Attendance.
Mechanical draughting.....	24	248
Telegraphy.....	62	652
Penmanship.....	24	462
Arithmetic.....	25	411
Bookkeeping.....	25	195
Typewriting and stenography.....	35	1,076
Grammar and spelling.....	12	178
	—	—
Totals.....	207	3,222

LITERARY COMMITTEE.

	No. of Events.	Attendance.
Lectures given.....	3	1,650
Debating Society.....	6	300
	—	—
Total.....	9	1,950

JUNIORS.

	Meetings held.	Attendance.
Bible classes.....	34	854
Gospel meetings.....	18	935
Entertainments and societies.....	12	2,011
	—	—
Total.....	64	3,800

RECAPITULATION OF ATTENDANCE.

At building.....	145,644
Religious work.....	35,971
Social work.....	38,055
Athletics.....	32,332
Music department.....	3,060
Educational.....	3,222
Literary.....	1,950
Juniors.....	3,800
	—
Total attendance.....	264,034

MEMBERSHIP DECEMBER 31, 1898.

Seniors.....	1,244
Juniors.....	186
Ladies' Auxiliary.....	185
 Total.....	 1,615

LIBRARY STATISTICS.

Volumes added during the year.....	1,349
Volumes in library December 31, 1898.....	7,262
Periodicals in reading-room.....	60
Volumes circulated during year.....	18,250

FINANCIAL.

Receipts.....	\$22,834.45
Expenditures.....	24,435.72

The expenditures equaled an average cost per member of \$13.89. A loan of \$6000 was effected during the year to meet a current indebtedness, making the total mortgage indebtedness \$29,000, which, added to the outstanding note for \$5000, made the total indebtedness of the Department at the close of the year 1898 \$34,000.

1899.

The executive management was the same as in 1898, with the exception that the names of A. Feldpauche, B. F. Miller, A. A. Brown and D. H. Lovell were added to the Committee of Management. The Ladies' Auxiliary chose the following as officers for the year:

President, MRS. G. W. GILL.
Vice-President, MRS. M. C. WARD.
Secretary, MRS. H. C. SCHULTZ.
Treasurer, MRS. A. MCMINN.
Guide, MISS D. BENDER.

The "New Year" reception, on January 1, was largely attended. The building, beautifully decorated with spruce, laurel and exotic plants, was visited during the day by over four thousand persons, who were supplied with refreshments by the Ladies' Auxiliary and subsequently entertained in the auditorium. An interesting feature of the occasion was the appearance of a large body of men, who

came in their working clothes from the nearby railroad yards. A separate reception was held by the Juniors in their rooms, which was attended by about two hundred boys. The New Year receptions, of which this was a sample, are delightful events in the social life of the Department, and increase in interest on each recurring anniversary.

Honorable mention has been made in these pages of some of the members who went forth to do battle for their country's honor in the Spanish-American War, and as

“ Peace hath her victories,
No less renowned than war,”

it is but justice to record the achievements of many members of the Department who entered upon a campaign which, peaceful though it was, was environed by peril. Warfare is not confined to contending human beings going forth with guns to kill and conquer one another. There are other armies which with more peaceful weapons march to succor and to save. In this latter class is the Pennsylvania Railroad Company's grand division of America's splendid army of railroad men. They marched with that army in the memorable period from the 11th to the 16th of February, 1899, with unexcelled fortitude, and battled with heroic spirit intent on conquering the terrible foe which Nature in one of its angry moods had hurled at this part of the earth. The avalanche of snow that tumbled from the mountains of the sky, fanned by the wild and icy winds, fell athwart the lines of communication over which multitudes of people drew their daily supplies, and challenged the stoutest hearts of man to combat. The Pennsylvania Railroad forces did not hesitate a moment in picking up the gauntlet, and, with their lives in peril, in going forth to meet the foe. With limbs benumbed and blood chilled by the zero weather, the winds at times almost prostrating them, but with the knowledge that the supplying of food to sustain the lives of hundreds of thousands of their fellow-men depended upon their exertions, they dauntlessly presented a bold, brave and united front and went into the strife determined to win. Hundreds of miles of huge snow fortifications, with their outlying works drifted into frozen masses, were gallantly assaulted and heroically carried—the army advancing, never retreating, until the last obstacle to its successful march was razed and the day had been won.

The storm and its results, which these men combatted and con-

quered, was declared by the Weather Bureau at Washington to be "the greatest in the history of the Atlantic Coast States," and yet the people who were succored from its terrors never thought of making the day upon which the conquering heroes returned a gala day. Business quarters were not decorated with gayly colored bunting; banners were not thrown to the breeze; cities were not illuminated to add brilliancy to the rejoicings of the night; leagues, clubs and societies thought not of banquets, speeches, swords and medals to commemorate brave deeds; legislative halls did not resound with oratory over the achievements of the returned heroes. It is a singular trait in human nature that such evidences of appreciation should be reserved for the men of blood, for surely the more honors granted to the heroes of peace would supply less inspiration to create those of bloodshed. It is an inspiring thought that the Storm King who had defeated Napoleon's Imperial Army of France was defeated by the Army of the Pennsylvania Railroad when he turned his wrath upon the pursuits of peace. To which army should the greater honor be accorded is a question that requires no discussion to decide in favor of the latter. The one, created to destroy, failed; the other, organized to build up, succeeded.

Citizens of the United States rightly honor the manhood which, under the scorching rays of the tropical sun, conquered the proud Spanish nation; but it is not to their credit to allow deeds of as sterling a manhood as ever stood behind a gun to pass by unnoticed. The "men behind the guns," when engaged in a righteous cause, are patriotic figures to praise and appreciate, but they are not more heroic and do not exhibit a higher standard of citizenship than the men behind the shovels and the throttle levers, or the men at the brakes and on the footboards, platforms and bridges. These railroad men, when the action was over, quietly returned to their homes, rich in their consciousness of duty well performed and the approval and appreciation of the railroad management. Around their firesides, as they dwelt in retrospection on the experiences they had had, the dangers and the fatigues encountered, they did not have occasion to blush for any discordant sounds of discontent or unmanly clamor for unattainable fleshpots; for none were heard during the campaign, and subsequently, as they viewed the aftermath, no panorama of courtsmartial, heart-burnings, jealousies, intrigues, crimes and scandals passed before their eyes, for the scene was a placid one of renewed prosperity, due to open communications restored by their labors.

The Railroad Department of the Young Men's Christian Association supplies the food upon which such heroes are reared.

"In peace there's nothing so becomes a man
As modest stillness and humility."

On Tuesday, March 7, the Juniors held a banquet in celebration of the first anniversary of the reorganization of their branch. One hundred and fifty boys from ten to sixteen years of age, giving full vent to enthusiasm and appetite, attended the function, and were seated around four tables bountifully supplied with tempting food furnished by the ladies of the Auxiliary. Charles R. Smith, the Department's Chairman of the Committee supervising the Junior Branch, presided, surrounded by his committee of seniors, officers of the Department and invited guests. After the supper the chairmen of the various committees of the Junior organization submitted their annual reports. The chairmen and their subjects were:

Religious Work, ELMER S. ROBERTS.
Entertainment, ALFRED C. McMILLIN, JR.
Reception, HARPER J. MCGUINN.
Membership, HAROLD S. CUSTER
Games, WILLIAM R. FLOUNDERS, JR.
Reading-Room, CRAWFORD V. JUSTICE.
Gymnasium, HOWARD G. TAYLOR.
Sick Visitation, WILLIAM D. BAKER.
Decoration, EDWARD MEADE.
Outings, GORDON D. FRAZER.
Bicycle, HARRY G. HAYES.
Collection Case, E. HOWILL MAXWELL.
Base Ball, HOWARD B. TECKER.
Commissary, FRANK K. BACON.

The reports were concisely worded, exhibiting a fine sense of economy, and with a dignity and directness which legislative committees in the city, State and national bodies might pattern after. It must be observed that all these boys were under sixteen years of age, but were raised in the atmosphere of Christianity created by a railroad corporation.

As Tuesday night was the regular night for holding religious meetings, the boys did not overlook the fact amid their festivities

and business; when both these were over they passed into religious devotion with subdued but earnest spirit. The services were conducted by themselves under their own youthful leaders.

On March 15 there was set in movement an educational advancement on practical lines of far-reaching benefit. C. B. Nixon, a yardmaster, Reese L. Hannum, an assistant freight trainmaster, and John K. Rynier, a locomotive engineer, all earnest members of the department, conceived a plan for the establishment of a "class in air-brakes," so that not only should the men in the train service become familiar with the principles and practical operation of that invention which, in its results, might be classed as a successful life-preserver, but that *all the employes* of the road should be made familiar with its workings, so that in case of emergency any employe could act intelligently. These three men secured the co-operation in their plan of R. L. Durburow, W. W. Atterbury and Mr. Alexander, of the Motive Power Department, who assured them that a necessary plant would be installed in the building.

At the meeting of March 15, when the three earnest men were present, they were surrounded by fifty trainmen anxious to be instructed and who became as enthusiastic as themselves. Weekly meetings were held which aroused so much interest that before the first of May two hundred employes had enrolled themselves as members of the class. At an early day the Pennsylvania Railroad Company had installed in the building a thorough and complete air-brake plant. Lectures were instituted by Mr. J. A. Alexander, inspector of air-brakes at Altoona, which were largely attended. Mr. Alexander also provided for daily instructions and designated the instructors from the ranks of the locomotive engineers, who freely gave their services for the general good. From two to three hundred individual employes attended each of the lectures. It is estimated that before the year closed at least one thousand employes of the railroad whose service did not require them to be air-brake men were made thoroughly familiar with the principle, use and operation of the appliance.

On the 24th of March, Messrs. N. P. Shortridge, B. B. Comegys, Charles E. Pugh, John P. Green, Alexander J. Cassatt, William H. Barnes, William A. Patton and William J. Latta, all of the Advisory Board, visited the building, inspected it and the work conducted in it, and on leaving bore testimony to the good work being done in advancing the railroad man's standard.

April 7 the committeemen of the Department gave a reception to the ladies of the Auxiliary. Although the weather was unfavorable there was a large attendance of ladies. First Vice-Chairman William B. Wilson, Rev. Charles R. Erdman and General Secretary Towson welcomed the guests. The House of Refuge Band was present, accompanied by Superintendent Neibecker and Colonel Hawley, and lent the inspiration of music to the occasion. The following, taken from an account given by one of the members of the Auxiliary, is descriptive of the event:

"The reception tendered the ladies of the Auxiliary on the evening of the 7th by the committeemen must go down in the annals of the Auxiliary as the most brilliant of its kind. No expense was spared to make it—which it undoubtedly was—a glowing success. The gentlemen who managed it, Messrs. Meng, Baker and Adams, deserve praise for their untiring efforts to prepare such a delightful evening for the ladies. The spacious room was tastefully decorated with exquisite plants and presented a long vista of loveliness; large growing palms waved their graceful leaves as though in recognition of the bright galaxy of happy faces and pretty gowns.

"The musical programme was exceptionally good, the band rendering some choice selections. The menu prepared was a glorious feast—no 'Barmecides' feast, but a good, substantial meal. Altogether it was a lovely affair and we can only hope for a repetition of it at some early date."

On April 10 the closing exercises of the Educational Department were held in the auditorium. Mr. B. F. Miller, Chairman of the Educational Committee, presided. Seated with him on the platform were the Rev. Kerr Boyce Tupper, D.D., LL.D., Rev. Charles R. Erdman, Mr. Walter C. Douglas, R. I. Heim, and Class Instructors J. W. R. Collins and W. R. Taylor, stenography and typewriting; R. A. Whittingham, mechanical drawing; H. J. Kromer, telegraphy, and C. B. Collins, bookkeeping, penmanship, arithmetic, English grammar and spelling. The proceedings opened with a reading from the Scriptures by Mr. Heim, the selection being a most appropriate one—Proverbs, 4th chapter, verses 1 to 23, inclusive. Prayer was offered by Mr. W. C. Douglas, after which the De Koven Quartette rendered most acceptably two selections.



FRANK THOMSON,
President of the Pennsylvania Railroad Company, 1897-1899.

Mr. Miller then read the report of his committee. The work is properly summarized in the following table:

	Enrollment.	Attendance.
Stenography.....	51	1,230
Mechanical drawing.....	16	457
Penmanship.....	39	390
English grammar and spelling.....	27	290
Arithmetic.....	34	297
Bookkeeping.....	18	150
Telegraphy.....	19	380
Total.....	204	3,194

Total number of lessons 235.

One hundred and thirty-two persons were registered in all classes.

Fifty-one (51) students were entitled to certificates of merit in the various classes.

On May 25, 1899, the thirty-third Biennial International Convention of the Young Men's Christian Association of North America met in Grand Rapids, Michigan. Rev. Charles R. Erdman, George H. Grone, William T. Adams, B. B. Thompson and Charles R. Towson represented this Department and took a very prominent part in the proceedings. Mr. Towson was made Secretary of the Convention.

Mr. Frank Thomson, President of the Pennsylvania Railroad Company, died on June 5, and at a meeting of the Committee of Management held June 16 it was ordered that the following minute be placed upon record and a copy sent to the family of Mr. Thomson:

"With the most profound regret the members of the Pennsylvania Railroad Department, Young Men's Christian Association of Philadelphia, have heard of the death of Mr. Frank Thomson, late President of the Pennsylvania Railroad Company. Mr. Thomson not only contributed liberally to the support of the Department, but evinced a deep interest in its progress. In his death the members feel a personal loss. Able, alert and attentive to duty, he rose from the humblest to the highest position in the service of the Company, leaving an indelible impress upon its records, a page of faithfulness, the lessons from which will always be studied by those who desire to emulate a good example or achieve the ideal of duty. A splendid manhood and bright and honorable career has been ended, leaving to his fellow-employes a high standard to follow, and to his children, who have our sincere and heartfelt sympathy

in their great bereavement and irreparable loss, an invaluable heritage."

The Membership Committee reported that during the ten months ending June 30 an increase of 411 members had been secured. The classification of members which follows shows from what sections of the railroad service came the increase:

	September 1, 1898.	June 30, 1899.
Brakemen.....	95	172
Baggage department.....	19	33
Car inspectors.....	29	27
Conductors.....	30	42
Clerks.....	375	435
Civil engineers.....	3	3
Locomotive engineers.....	63	93
Firemen.....	22	47
Flagmen.....	8	11
Levermen.....	3	4
Messengers.....	39	44
Operators.....	19	25
Officials.....	59	68
Special officers.....	3	8
Oilers.....	1	3
Post-Office department.....	—	8
Shopmen.....	72	169
Stenographers.....	14	20
Switchmen.....	13	14
Ticket examiners.....	—	3
Trackmen.....	4	2
Station agents.....	6	9
Station masters.....	1	5
Warehousemen.....	97	76
Sons of employes.....	144	131
Electricians.....	3	1
Janitors.....	4	14
Yardmasters and assistant yardmasters	31	27
Employes Adams Express Company....	18	24
" Pullman P. C. Company.....	—	8
" Union News Company.....	2	2
" Union Transfer Company.....	3	4
Total senior membership.....	1,179	1,532
Total junior membership.....	145	203
Total membership.....	1,324	1,735

In July Mr. G. H. Hungerford, who had filled the position of Chairman of the Religious Work Committee since January, 1898,

found it necessary to relinquish the work because of the increased demands upon his time and the distance at which he lived from the building. It was with regret that his resignation was accepted, as Mr. Hungerford had always given earnest and efficient effort to directing aright the Department's religious activities. He continued to serve as a member of the committee. D. W. Freas, one of the very efficient members of the Department, accepted the appointment and entered upon the duties of the chairmanship. T. B. Essick was selected as Chairman for the Sick Visitation Committee in place of Mr. Freas, who relinquished the position to accept the former-mentioned place. R. L. Hannum was chosen as Chairman of the Reception Committee.

The Ocean City Camp was held as usual in July, and esteemed a success. The following extract from the *Ocean City Daily Reporter* shows the outsiders' view-point of the camp or camps:

"The P. R. R. Y. M. C. A. Junior Camp, now occupying about four hundred feet of our beach front at First Street, is one of the largest, most appropriately equipped, and certainly the best disciplined, boys' camp that has ever visited this resort. The management have left no stone unturned in their efforts to surround the camp life of their one hundred charges with all possible influences for good.

"No written rules are posted, nor will any be necessary, for all clearly understand that profanity, smoking and vices are not permitted by the very nature and principles of the organization. All amusements, and especially bathing, fishing rowing and sailing, are under the personal supervision of their secretary.

"Meetings are held once each day, and are helpful to the spiritual life of the boys as well as elevating and instructive. Campfires, appropriate stories, potato and apple bakes, watermelon parties, etc., all go toward making the social life all that could be desired. Three cooks look after the satisfaction of the inner man and provide substantial and wholesome food and plenty of it.

"'Camp William J. Latta,' so named in honor of the esteemed Chairman of the Association, for the younger members, left for home last Saturday afternoon. Many of the little fellows, scarcely nine years of age, and none over thirteen, were tanned by the sun's rays, yet hardy and healthy as only seashore life could make them.

"'Camp William A. Patton,' for the older members, between fourteen and sixteen years of age, opened Monday for two weeks of pleasure and profit, and we predict a general good time. This camp, like its predecessor, was named after a prominent official of

the Company and the President of the N. Y., P. & N. R. R. Company. Mr. Patton takes a great interest in the Junior branch of the Y. M. C. A. and is much loved by the young members.

"The camp is under the direction of Mr. George C. Bartlett, Jr., assisted by a devoted committee of the older members, which include C. R. Smith, Chairman of the Junior Department, and S. W. Crowe, W. W. Berry, William Showalter, W. R. Thomas, R. E. Goettleman, C. A. Baker, C. A. Mann, W. R. Flounders, A. C. McMinn, Jr., E. S. Roberts, H. S. Custer, H. K. Berry, Herbert Ottey and W. D. Baker."

A special meeting of the Committee of Management was held August 30, 1899, to consider the following communication from Mr. William J. Latta, addressed to the General Secretary:

"Preparatory to some changes in view affecting myself in the near future, it becomes necessary for me to close my official connection with the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia, to take effect not later than September first next."

The resignation was received and ordered spread on the minutes.

On motion, the following was unanimously adopted by a rising vote:

"Ordered—

"That the following minute be placed upon the records of this Department, and a copy, signed by the Chairman of this meeting, sent to Mr. Latta:

"MINUTE.

"William J. Latta's voluntary severance of his long, faithful and brilliant service with the Pennsylvania Railroad Company, and his consequent resignation as Chairman of this Department, having evoked not only the feeling of regret among our members, but also that of a personal and departmental loss, it is fitting that the Board of Management make record of its appreciation of him.

"As an official of the road he was looked up to by us as one who was pre-eminent in all the qualities that bring success to the great corporation. His breadth of knowledge, quick perception, sound judgment, untiring industry and ever-present sympathy marked him as an ideal officer.

"As the Chairman of this Department, those qualities, added to his unostentatious but deeply religious nature, his boundless charity, optimistic views of life, cheerful spirit and unselfish guid-



Photo by Evans Studio, Philadelphia.

WILLIAM A. PATTON,
General Chairman, 1899 to date.

ance, caused clouds to disappear and harmony and co-operation to bring about the splendid advancement which marks our history today.

"The cause has been advanced by his efforts, and individually and collectively we are happier and better because of his leadership, which has always been modest and unassuming, and ever conducted with self-depreciation.

"As a man he stands as a model—ability, boldness, fearlessness, used only for whatever is right; keen appreciation, intense honesty and absolute purity, added to a high sense of duty to his fellow-man, have made him a tower of strength in defending and advancing a better citizenship.

"In his breaking of official ties, which is deeply painful to us, although, no doubt, wise and good in him, and going out into the great world where greater good must follow his future life endeavors, he carries with him our admiration, esteem and love.

"May God speed and prosper him in all his undertakings, and bestow upon him in the fullness of time that greatest of all rewards, the heavenly acclaim, 'Well done, thou good and faithful servant!'"

The committee then selected Mr. William A. Patton for Chairman, which was heartily endorsed by the Advisory Board and most gladly confirmed by the parent Association.

John Rynier, A. McMinn and R. L. Hannum were appointed a committee to carry the official notification of his election as Chairman to Mr. William A. Patton. They performed that duty on Tuesday, September 5. They had a long and interesting interview with Mr. Patton, who feelingly accepted the call as a duty that he could not disregard. He talked over Department matters with the committee, and assured them that he would do all in his power to advance the cause which the Department represents. After the interview, the committee was conducted to the President's room, where they were received in the most cordial manner by Mr. Cassatt, who displayed a great interest in the work in which they were engaged.

The pall which shrouded the hearts of all the members when the resignation of Mr. Latta was announced was lifted by that acceptance. The hand of Providence in the selection was manifest. Mr. Patton, loved, respected and having the unbounded confidence of all classes of railroad men, raised the rallying cry, "Upward and onward," which was enthusiastically taken up all along the line.

Mr. Patton was the man for the position. His character pos-

sessing so many and so varied traits of excellence, a selection of any one of them as the predominant factor in it would be difficult. Love and duty are his watchwords, and modesty, simplicity, sincerity, probity and honor direct his movements. A man of noble type, with kindly spirit, he has always taken an active interest in the welfare of his fellow-men. Firm in the right, the foe of wrong; with a most excellent heart and with amiability and gentleness adorning his nature, he possesses the love and appreciation of all men with whom he comes in contact. Now in the year 1910, as we view in retrospect all these succeeding years, there looms up the fact that there has not been any force aside from God's blessing which has contributed so much to the Department's success as Mr. Patton's personal interest in it. He was the Department's friend at the beginning, and with a marked devotion and faithfulness, with a modesty most admirable, and a firmness which has been the inspiration of those who have been privileged to labor with him, he has continued to shape its policy, conserve its interests, secure the co-operation of others, and to give freely of his time and influence in extending the usefulness of the work. While his financial help has been of no small proportions, yet his other gifts have outweighed it. If the Department holds a high place in public estimation it is largely due to his leadership and devotion. He is entirely unconscious of his vast executive powers, and seems to labor but with one object in view—that of performing his duties well. He is a man of deep religious convictions, which find decided expression in quiet benevolence.

With signal ability, rare self-abnegation and masterly hand he has so directed the organization and shaped the machinery of the Department that in the days to come the personal influence of the leader will be of less importance than the workings of the committees, under well-seasoned and well-directed chairmen, in which he inculcated the spirit of incentive and action.

The opening of the season's work was marked by a very successful reception tendered the members of the Department and other employes of the Company, on Monday evening, October 2. The exercises, of a formal nature, were conducted in the auditorium, and embraced the introduction of the new Chairman of the Department, Mr. W. A. Patton. An enthusiastic greeting was accorded by the large audience of men, as, in response to fitting words of introduction by First Vice-Chairman Wilson, Mr. Patton acknowledged in modest terms his sense of the responsibility which accep-

tance of the office imposed. His outline of the policy of the Department was brief and forceful; he paid a delicate and cordial tribute to the work of the former Chairman, Mr. Latta, and his reference to the presence of Vice-President Charles E. Pugh called forth great applause, which Mr. Pugh acknowledged by rising and bowing.

Rev. Charles R. Erdman, in his happiest vein, sounded the keynote for the season's effort, "the unity of the work." Special music was rendered by the Grace Ladies' Quartet and Mr. Paul J. Gilbert. After the announcements, the audience adjourned to the various parts of the building to participate in the inauguration of different departments of the work, including the air-brake plant (demonstration by Mr. J. A. Alexander, of Altoona), musical organizations, evening classes, Junior Department, etc. Refreshments were served by the Ladies' Auxiliary.

Mr. William J. Latta was elected an honorary member of the Department with all the privileges, and Mr. Max Riebenack was elected as his successor on the Advisory Board.

A special meeting of the Board of Management was held in the Assembly Room, Broad Street Station, Friday afternoon, November 10, 1899, at four o'clock, Chairman Patton presiding.

Mr. John B. Stauffer having resigned from the service of the Pennsylvania Railroad Company, tendered his resignation as a member of the Board of Management and as Treasurer of the Association, whereupon the following preamble and resolution were unanimously adopted:

Whereas, John B. Stauffer, after a long and honorable service in the employ of the Pennsylvania Railroad Company, has resigned to accept employment elsewhere, and by reason of that fact has resigned his position as a member and Treasurer of the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia; be it

Resolved, That the Board of Management of said Department severs the official ties with the deepest regret, and in recognition of his valuable services, both as a member and officer of the Department, hereby elects him an honorary member therein, and wish him "godspeed" in all his undertakings.

Mr. Henry P. Conner's name was suggested, and after complimentary remarks by Mr. Patton, Mr. Wilson, Mr. Justice and Mr. Hungerford, showing the universal esteem in which he was held, he was unanimously chosen Treasurer of the Department.

The Committeemen's Tea, held in the lecture-room on the evening of December 1, and presided over by Chairman Patton, was the largest attended and the most important one that had ever been held. The reports from twenty-one chairmen who were present showed not only that the deepest earnestness in the work prevailed throughout the Department, but that the men themselves had progressed along higher lines and displayed a sense of loftier ideals as to what constitutes man and his duty to his fellows. Rev. Dr. MacIntosh, Rev. Charles R. Erdman and Mr. Walter C. Douglas were present and delivered encouraging addresses. They expressed themselves as feeling deeply conscious of the strong force that the committeemen represented, not only in their employment but in their lives, and spoke strongly of the far-reaching influence of the efforts they were making. Mr. Douglas said that the religious movement among railroad men was the most stupendous missionary movement in the nineteenth century, characterizing it as the romance of religious effort.

The following statistics illustrate the extent of the work for 1899:

RELIGIOUS WORK.

	Meetings.	Attendance.
Sundays.....	53	35,004
Thursdays.....	23	496
Cottage.....	22	400
Sunday Bible class.....	52	445
Thursday Bible class.....	51	479
Special meetings.....	10	1,352
Bible lectures.....	3	750
 Totals.....	214	38,926

ENTERTAINMENT AND SOCIAL.

	Meetings.	Attendance.
Star Course.....	14	10,250
Special entertainments.....	11	5,420
Receptions, sociables, etc.....	21	6,740
Lectures.....	14	3,082
Committee teas.....	5	431
Committee meetings.....	50	586
 Totals.....	115	27,229

MUSIC DEPARTMENT.

	Meetings.	Attendance.
Banjo Club.....	24	283
Banjo Class.....	9	45
Sunday Chorus.....	39	1,269
Sunday Chorus rehearsals.....	14	355
Glee Club.....	12	180
Choral Society.....	9	287
Sight singing.....	32	540
 Totals.....	139	2,959

ATHLETICS.

Attendance of Seniors using gymnasium.....	4,536
Attendance of Seniors using grounds.....	6,061
Attendance of Seniors using bowling alley.....	2,500
Attendance of Seniors using shuffleboards.....	17,500
Visitors to gymnasium.....	6,500
Visitors to athletic grounds.....	13,420
 Totals.....	50,576

EDUCATIONAL DEPARTMENT.

	Sessions.	Attendance.
Penmanship.....	23	426
Arithmetic.....	22	366
Grammar.....	23	189
Spelling.....	23	186
Bookkeeping.....	23	158
Stenography and typewriting.....	47	1,418
Mechanical drawing.....	45	413
Telegraphy.....	48	337
 Totals.....	254	2,493

AIR-BRAKE DEPARTMENT.

Lessons.	Attendance.
89	3,518

LIBRARY.

Volumes in library.....	7,485
Periodicals in reading-room.....	57
Volumes added during year.....	230
Volumes circulated during year.....	10,007

JUNIOR DEPARTMENT.

	Sessions.	Attendance.
At rooms.....	---	15,245
Religious services.....	29	1,960
Senior Bible class.....	42	411
Junior Bible class.....	23	572
Socials and entertainments.....	21	2,057
Gymnasium classes.....	---	2,502
Outings.....	18	1,304
Lectures.....	5	343
Games at athletic grounds.....	36	2,872
Exercising at athletic grounds.....	---	1,190
Educational classes.....	48	530
 Totals.....	 222	 28,986

FINANCIAL.

Receipts.....	\$34,030.82
Expenditures.....	33,594.77

THE DECADE 1900-1909.

At the close of the year 1899 the Department had passed through the periods of formation and organization and was in full and successful operation. Ample facilities had been provided for its varied and various activities. Its management was strong and resourceful and its committees were composed of earnest, active men. Everywhere could be seen evidences that its members were rapidly advancing in morals, intellect and physique. The railroad service showed a decided uplift and the community experienced benefit from the movement. The fame of the Department was widespread. Its phenomenal growth and activity so impressed the leaders of the Young Men's Christian Associations throughout the land that it was decided that an International Conference should be held in its building. So it came to pass that the most notable event in which the Department was a participant was the meeting in its building of the "Tenth International Conference of the Railroad Department of the Young Men's Christian Association," held October 11 to 14, 1900.

The Conference awakened a strong popular interest and attracted the attention of the governments of the world. The Russian and German authorities gave it recognition, and sent representatives, not only to aid in its discussions, but also to study its effects upon railroad men in the United States. The movement



RICHARD C. MORSE,
General Secretary.

H. O. WILLIAMS,
Railroad Secretary.

CLARENCE J. HICKS,
Associate General Secretary.

INTERNATIONAL SECRETARIES.

which the Conference represented was and remains in its moral, material and political bearings perhaps the most important one of the age. The delegates who attended it represented railroad men in all of the different phases of railroad employment; men who were in constant touch with the traffic of continents, and familiar with industrial and trade conditions and their requirements. In their home communities they were interested in moral, material and physical prosperity, and nothing so chained their attention as the mobilization of the railroad men under the supervision of the Young Men's Christian Association for the purpose of advancing such prosperity.

The entertainment of the Conference by the Pennsylvania Railroad Department of Philadelphia involved a vast amount of detailed work before it assembled, during its sessions and after it adjourned, and was successfully carried out without a hitch. This was due to several facts, chief of which were a wise distribution of the work among many committees, the *esprit du corps* which characterizes the Pennsylvania Railroad employes, the civic pride of the Philadelphian, and the spirit of the event. The work was not that of any one man or any one committee, but was the harmonious act of the Department in its personal entirety. Each member felt that upon himself as an individual depended success, and he moved accordingly. The preparation of the building and its decoration, the procuring of homes, hotels and boarding-houses in which to entertain the visitors, the collection of funds to pay the expenses of entertainments, the promotion of publicity through the secular and religious press, the making provision for local transportation to and from the Conference hall, the conducting of visitors to places of public interest, the procuring of a suitable badge, the reception, ushering and caring for the delegates whilst in the building and assigning them to their places of entertainment, and preparing the luncheons in the gymnasium, all called forth the full energies of hundreds of willing men and splendid women—1420 delegates, strangers to the city, were greeted and sheltered and hospitably furnished. Of these 140 were entertained in homes and 650 at boarding-houses and hotels free of cost to themselves, the balance preferring to pay their own bills. It is a source of great gratification to state that the last delegate hardly left the city before every bill incurred by the committees in providing for the Conference had been paid. There was no aftermath of dispute, discussion, discord, discontentment and debt which follows so many

large gatherings of people, nor was there any disposition to boast of the performance, all feeling that the Department, actuated by a proper Christian spirit, had simply done its duty, faithfully carrying out the scriptural injunctions of loving thy neighbor and caring for the stranger within the gates. It would be unjust to mention in commendation individuals or committees, but an exception should be made in the case of the Ladies' Auxiliary. In promoting the Young Men's Christian Association movement throughout the world there is perhaps no interior human force in the organization that possesses more power than the Ladies' Auxiliary. As devoted as were the women who followed Jesus Christ to the cross and to whom he first appeared after the resurrection, they are tireless in quiet but efficient work. Their encouragement at times has inspired a halting movement to put on increased activity and push forward to success. They devote time, means and ability in an unostentatious but boundless manner to further the end of making Christians of men and casting sunshine into their lives. The local auxiliary is a high standard of the universal class, and all those who saw that band of noble women and the bountiful manner in which they fed the hungry during the days of the Conference bore testimony to the beautiful characters they displayed in carrying on the work which seemed to the observer to be almost overburdensome. Each woman was within her sphere a Helen Gould or a Sophie Schildlovsky, and each delegate carried to his own home a loving remembrance of their kindness and care.

The committees assigned to the work were constituted as follows:

Executive Committee.

William A. Patton, <i>Chairman.</i>	George H. Grone, Walter C. Douglas, A. E. Hubbard, Chas. R. Towson.
William B. Wilson,	

Committee on Devotional Work.

Walter C. Douglas, <i>Chairman.</i>	C. G. Cadwallader, G. H. Hungerford, W. H. George.
D. W. Freas,	

Press Committee.

William B. Wilson, <i>Chairman.</i>	Charles C. Kinney, J. N. Purviance.
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Committee of Arrangements.

George H. Grone,
Chairman.

A. E. Hubbard,
Secretary.

SUB-COMMITTEES.

Finance.

J. N. Purviance,
Chairman.

H. P. Conner,
Walter C. Douglas,

J. K. Rynier.

Montgomery Smith,
Robert S. Beatty,
O. J. De Rousse,
Wm. Hammersley,

Committee on Entertainment.

J. A. Keesberry,
Chairman.

Naylor C. Davis,
Alfred E. Hubbard,
D. W. Freas,
C. B. Nixon,
R. L. Hannum,
W. H. Weil,
Dr. A. P. Weaver,
W. H. George,
Joseph Justice,
J. K. Rynier,
W. T. Adams,
Wesley P. Wimer,
S. W. Crowe,
John M. Doran,
Geo. W. Gill,
Geo. H. Middleton,
A. A. Brehm,
J. C. Sithens,
C. H. Sloane,
Edwin J. Smith,
William Smith,
Samuel A. Knowles,

W. W. Berry,
W. A. Murdock,
Alfred McMinn,
W. B. Kraft,
Alonzo Lott,
William Weest,
R. M. Naglee,
S. W. White,
C. A. Baker,
L. C. Nainfold,
R. P. Andrews,
Emanuel Meng,
George H. Marcy,
R. F. Buffington,
John Weigle,
T. B. Essick,
Frank Farrell,
S. D. Mansfield,
Morris J. Strock,
Jacob Leslie,
James McConkey,
C. V. Dealey,
Elam Chryst,
Samuel Johnson,
A. C. Heston.

Reception at Station.

William Hammersley,	R. J. McClain,
<i>Chairman.</i>	J. K. Rynier,
James F. Smith,	T. B. Essick,
J. E. Williams,	William Weest,
R. L. Hannum,	A. A. Brown,
Alfred McMinn,	J. D. Haines,
J. C. Webb,	Naylor C. Davis,
W. H. Keeler,	Samuel Johnson,
H. C. Stackhouse,	C. G. Cadwallader,
A. L. Wheeler,	William T. Adams.

Committee on Transportation.

Robert S. Beatty,	Prof. J. W. Sims,
<i>Chairman.</i>	W. R. Reynolds,
Chas. C. Kinney,	B. Grant Booser,
R. L. Hannum,	Joseph D. Haines,
John L. Hamill,	Geo. C. Bartlett, Jr.,
G. W. Kellner,	H. A. Darnell,
E. C. Green,	Dr. H. C. Mace,
H. C. Stackhouse,	A. A. Brehm,
George H. Grone,	Joseph T. Berry,
Joseph Richardson,	G. W. Pearson.

Committee on Printing and Invitation.

Charles C. Kinney,	Joseph T. Berry,
<i>Chairman.</i>	Thomas McKittrick,
F. D. Kinney,	Walter H. Barry.

Committee on Souvenir.

A. E. Hubbard,	R. N. Dunburow,
<i>Chairman.</i>	A. A. Brown,
H. T. Wilkins,	Nathan Spering.

House Committee.

Roger Hendley,	J. M. Doran,
<i>Chairman.</i>	Frank Farrell,
S. C. Pearson,	J. K. Rynier,
James McConkey,	Joseph Justice,
Wm. Weest,	J. B. Baker, Jr.,
A. McMinn,	W. T. Brown,
	M. A. Golden.

Decoration Committee.

Samuel Johnson,	J. F. Purse,
<i>Chairman.</i>	Albert Balmer.

Reception Committee.

C. B. Nixon,	W. E. Raibley,
<i>Chairman.</i>	H. F. Brooks,
Henry Deringer,	Leon Siter,
H. L. Palmer,	Arthur Lindsay,
John Weigle,	H. S. Tarboss,
J. W. Sleator,	E. Snodgrass,
John Skelton,	Phil O'Garrahan,
E. Meng,	Wm. J. Murdock,
G. W. Gill,	H. C. McKnight,
Wm. Chryst,	J. E. Butz,
Frank Farrell,	Al Bergstresser,
D. W. Kerr,	Crawford Justice,
T. J. Smith,	E. S. Devere,
Elam Chryst,	Eugene Kelley,
E. W. Kiley,	Edward Meade,
L. H. Ewing,	J. D. Haines,
Alonzo Lott,	Eugene Vickers,
O. J. Lockhart,	Alfred McMinn,
G. B. Hunt,	Harry Hennessey,

Clarence Rambo.

Woman's Auxiliary.

Mrs. Gill,
Chairman.

The following appeals were sent to all the clergy of Philadelphia by Walter C. Douglas, and to the members and friends of the Department by William A. Patton:

“REVEREND AND DEAR SIR:—The Tenth International Conference of the Railroad Department of the Young Men’s Christian Association will be held with the Pennsylvania Railroad Department in Philadelphia, October 11 to 14, 1900.

“It is expected that there will be a thousand delegates in attendance from the United States and Canada, with delegates from England, Scotland, Russia and other foreign countries. There will be many railroad officials and workers of ability, experience and excellent platform powers. It will be the greatest manifestation of the power and growth of Christianity among workingmen that this or any other country has seen. It will be intensely interesting as a study of a great religious movement, and we believe will be followed by marked extension of its power in Philadelphia and throughout the entire country.

“We beg to call your attention to it at this time with the hope that you will put it upon your diary for the fall, and favor the Conference with your presence. We feel assured that a study of its practical features and of the value of Christianity in great business and corporate movements will be of interest, and we seek and will value the suggestions of clergymen above all others in the continuance of the work.

“Yours very respectfully,

“WALTER C. DOUGLAS,

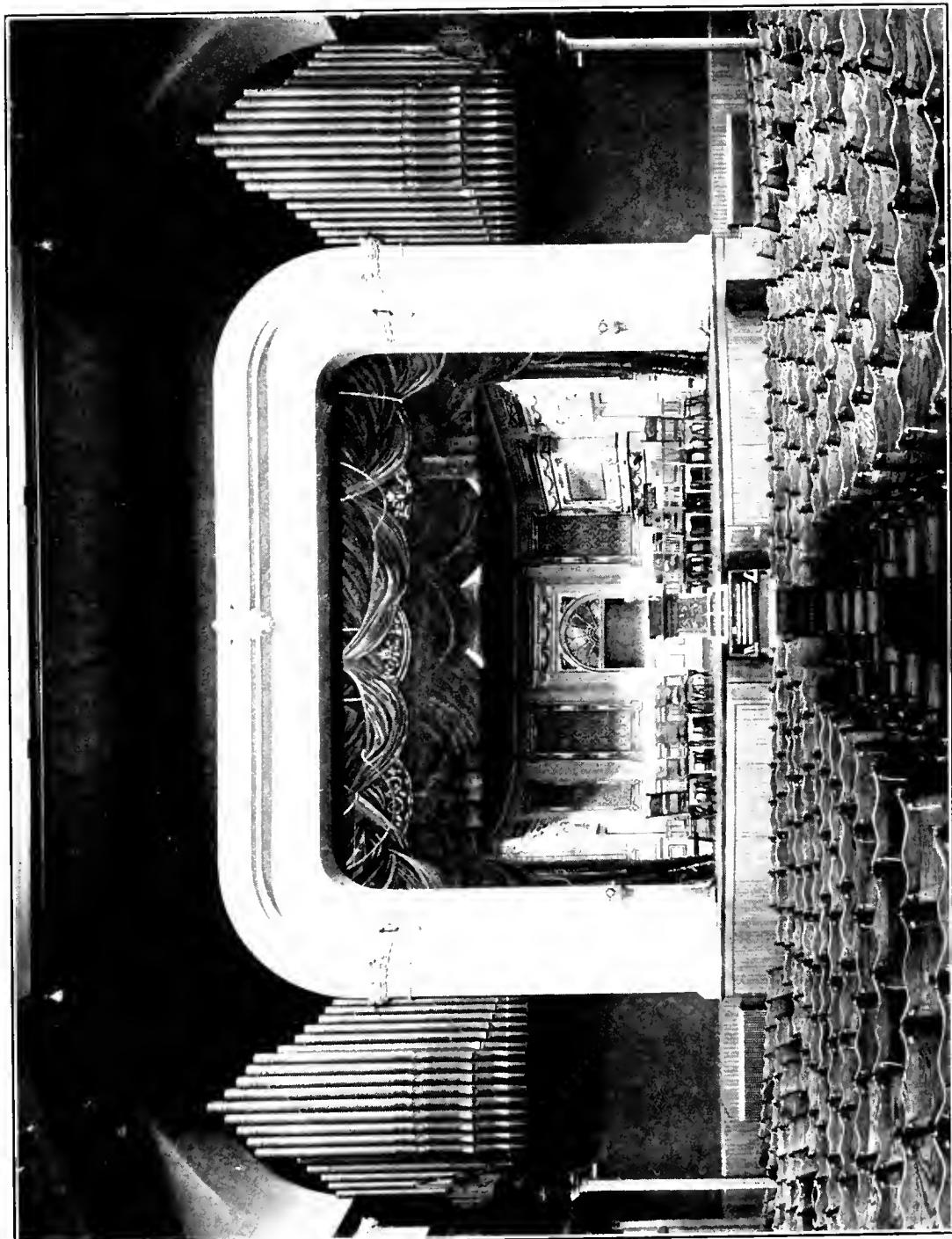
“*Chairman Devotional Committee.*”

“PHILADELPHIA, July 23, 1900.

“DEAR SIR:—We have pleasure in calling your attention to the Tenth International Conference of the Railroad Department of the Young Men’s Christian Association of North America, to be held with our Association, October 11–14, 1900.

“This Conference will bring together more than eight hundred railroad men from all ranks of service and from all parts of our own country and from foreign lands.

“The object will be to get a comprehensive view of the rapidly increasing work of the Association upon the railroads of this and other lands. When your Committee of Management extended the



THE AUDITORIUM.

invitation to this great body, it was with the thought that there would be a peculiar fitness in having the Conference held with this Department, inasmuch as Philadelphia as a railroad centre offers special attractions to railroad men, and because the Pennsylvania Railroad Department of Philadelphia has the largest building and in some respects the largest work conducted by any Association in the interest of railroad men.

"Plans are being laid for making the occasion all that it should be for our visitors and ourselves. It is with this in view that we especially invite your interest and co-operation. There will be much need for personal service and financial aid from our membership, and we write thus early to ask that you will join in the purpose under Divine guidance to make the occasion a great success, and that when you are appealed to by any of the various committees you will do all in your power to forward the work.

"Yours fraternally,

"W. A. PATTON, *Chairman.*"

Before the opening of the Conference Mr. A. J. Cassatt was asked for an expression of opinion as to the work being carried on by the Railroad Department of the Young Men's Christian Association, to which he replied as follows:

THE PENNSYLVANIA RAILROAD COMPANY.

OFFICE OF THE PRESIDENT,
PHILADELPHIA, September 29, 1900.

MR. WM. B. WILSON,

*Chairman, Publication Committee, P. R. R. Branch, Y. M. C. A.,
41st Street and Westminster Avenue, Philadelphia.*

DEAR SIR:—In reply to your inquiry I beg to say that I am in full sympathy and accord with the work which is being so successfully carried on by the Railroad Department of the Young Men's Christian Association. From observation I am satisfied that excellent results, from the standpoint of the employes as well as of the Company, are being accomplished through this agency, and the members of the various Railroad Branches along our lines have my best wishes for the continued success of the work. I am

Yours very truly,

A. J. CASSATT, *President.*

THE CONFERENCE.

The Conference was practically opened when over fifteen hundred people from all parts of the United States—North, South, East and West—from the Dominion of Canada, and the Maritime Provinces, together with representatives from far-away Russia and the German and Japanese Empires, were formally received by the Ladies' Auxiliary and the visiting ladies from the Auxiliary of the International Committee, on Thursday evening, October 11, the receiving ladies being Madame Sophie Schidlovsky, Mrs. Russell Sage, Miss Helen M. Gould, Mrs. A. J. Cassatt, Mrs. Charles E. Pugh, Mrs. Morse, Mrs. Lougee, Miss O'Neill, Mrs. Munn, Mrs. Gill and Mrs. Kille. They were assisted by William B. Wilson, Charles R. Towson, Robert S. Beatty, William Hammersley, Charles C. Kinney, Jefferson Justice and Charles G. Cadwallader. The reception took place in the reading-room attached to the library, which was beautifully decorated with bunting, palms and ferns. It was delightfully animating as the long line of men with bronzed faces and hardened hands filed by to receive the loving welcome of these noble women—women who believe that woman's mission is to cheer, comfort, help and encourage man to higher aims and loftier ideals. During the reception soul-inspiring music was rendered by the orchestra under the direction of Emil F. Schmidt, of Philadelphia, lately of Shell's Orchestra. Besides the music by the orchestra, the Glee Club of the local department sang virile choruses, stirring hymns, which filled the building with spiritual melody. As the delegates passed up the stairway to the reception room the club sang:

"We're marching upward to Zion,
The beautiful city of God."

This was followed by the chorus "When the Roll is Called Up Yonder I'll be There," and Fanny Crosby's ever-beautiful hymn, "Saved by Grace." The delegates passed from the reception-room to the gymnasium floor, where they were served by the Ladies' Auxiliary en masse with a substantial repast. At half-past seven o'clock the delegates assembled in the auditorium, which had been tastefully decorated with bunting gracefully festooned, exotic plants and flags of all nations, intertwined with the flag of the United States and ropes of electric lights in red, white and green—those being the colors of the local department and possessed of double significance, red being the railroad color, signifying danger, white safety and green caution, whilst in spiritual significance red repre-



CHARLES E. PUGH,
First Vice-President, Pennsylvania Railroad Company, 1909 to date.
Entered the service October 1, 1859.

sents love, white purity, and green immortality. The platform was ornamented with potted palms and festoons of flowers. As the delegates were gathering, C. B. Willis, of Milwaukee, Wisconsin, conducted a testimony meeting, a large number of the delegates reciting special passages of Scripture which they had found helpful in their lives and work. Just as the hour arrived for formally opening the Conference Mrs. A. J. Cassatt and Mrs. Charles E. Pugh entered upon the platform from the rear, accompanied by Mrs. Sage and Miss Gould. As these ladies appeared the vast assemblage greeted them with tumultuous applause, which continued for several minutes. Upon its subsidence Clarence J. Hicks, Supervising General Secretary of the Railroad Department of the International Committee, called upon Lucien C. Warner, in the absence of Col. John J. McCook, to act as Chairman. Mr. Warner called the Conference to order and requested Thomas Owen, from the Duluth & Iron Range Railroad, to open with prayer, upon the conclusion of which he presented Mr. Charles E. Pugh, Second Vice-President of the Pennsylvania Railroad Company. When the hearty applause which greeted him as he proceeded to the front of the platform had ceased Mr. Pugh addressed the Conference as follows:

“LADIES AND GENTLEMEN:—It should be an easy thing to welcome people when the pleasure of greeting them is a genuine one; and yet, while the latter is most emphatically the case tonight, I find facing this large audience a situation to which I scarcely feel equal. Kindly remember that I am but a pronoun, and stand in the place of your President whose recent overwhelming sorrow makes it impossible for him to be here tonight. The members of this particular Association know how he has planned and worked for this hour, and how much he hopes for the Association as the result of this gathering. The members of this branch of the Railroad Young Men’s Christian Association know how Mr. Patton and the former President, the officers of today and of former years, down to the very humblest one of your membership, have worked to make the Association a Living Thing; how much rain and heat they have gone through; how many discouragements they have overcome before an environment and an occasion like the present could be a possible thing. Some of us feel (and ought to feel) tonight that we are standing upon an island on which the patient corals have for years been toiling; but once here we do not intend to move off.

“It has been said that corporations are selfish; and it has been

intimated in my hearing that the Pennsylvania Railroad Company is grasping. However that may be, of one thing I am quite sure: it wants the best steel rails, the best bridges, the best equipment and the best men. Right in this building and others of analogous character on its lines, and within the bounds of your organization, is found the machinery to turn out the kind of men the railroad wants and the world needs. Good men can be happy and industrious and faithful and wear longer and better than any other kind. They are the kind that have ideals and inspirations to keep them from falling by the way. I believe more and more that the Young Men's Christian Association has in its power the ability to uplift the ideals and to keep alive the inspirations that the early home-life began. It is to many and many a young man the mother-hand that reaches out to save; and why? Because here the twin sisters, Morality and Education, receive their guidance from The True Light—the Shekinah that still dwells among men and manifests itself in believing hearts.

"We live in a practical world and a practical age, so I will 'nail these few thoughts,' as Burns has said, with Scripture: 'Godliness is profitable unto all things, both for the life that now is and for that which is to come;' and it finds its illustration right here.

"The Pennsylvania Railroad may be considered generous in the support it has given financially to the Railroad Young Men's Christian Association. That institution in turn should be looked upon as one of its wisest investments—paying interest daily in improved physical, mental and moral natures of men—a growing interest, the sum of which can be fully computed only on the Great Day of Reckoning.

"It is certainly a significant gathering that is represented here tonight—one increasing purpose that has drawn so many souls together. Permit me to have the honor of being the voice of the officers of the road and the officers of the local Young Men's Christian Association in welcoming most warmly all the strangers from far and near that have kindly come to us tonight."

Walter C. Douglas, General Secretary of Philadelphia, then extended a welcome from the associations, churches and people of the city. He told the delegates that they would find the warmest welcome they had ever received. During the course of his remarks he said: "A great railroad president remarked several years ago that a railroad company had but two functions—to transport freight and passengers. I believe it has been demonstrated by this

Association that it has other functions—it has demonstrated that in the machinery and equipment of a great corporation it has made men. I trust such a lesson shall go out from this meeting that other corporations may imitate it." Then proceeding, he said further: "I think it safe for me to say tonight that America has given to the world in its railroad men the finest type of workingmen that the world knows today. And if I were not restrained by her presence, if I were to give utterance to the thought that is burning in my mind at this moment, and in the breast of every railroad man and every American soldier and sailor, at home or abroad, I would point to a woman who is here tonight and say"—(At this point the audience, worked up to an enthusiastic pitch, and recognizing Miss Gould in the reference, broke out in an uproar of applause.)

Alfred E. Marling, of the International Committee, responded to the address of welcome, and ex-Governor James A. Beaver followed in a short speech, in which he made a strong appeal for personal and individual work among railroad men by railroad men, and commended the work already accomplished. The Indiana Association Quartette sang the selection "Peace, Perfect Peace," and then Rev. Dr. Theodore Cuyler, of New York, followed with the principal address of the evening. As he arose he said, "All hail, Brothers!" and took for his subject "The Religious Life of Railroad Men." On opening he said: "As the trains you manage and work go out to carry a streak of sunshine everywhere, let your lives go out to carry light to others. Let your light so shine before men, not for your own salvation, but to save others. Don't be afraid to swing the red light when danger is ahead. I want you all to be spiritual lamps for others' salvation. Carry your light in your hat like miners. Touch your brother on the shoulder, for there is no power so great as personal fellowship and sympathy." His whole address was punctured with similes taken from the daily life of railroad workers.

The Conference reassembled at 10 o'clock Friday morning, and was opened with prayer by A. M. Bruner, of Illinois, which was followed by the singing of hymns, and the appointment by the Chairman of A. P. Gillette, Secretary, and W. H. Groad as Assistant Secretary of the Conference. Mr. D. B. Caldwell, General Traffic Manager of the Delaware, Lackawanna & Western Railroad, was then introduced and read an elaborate paper upon the subject of "The Railroad Employe as a Man."

Mr. Caldwell said: "There is an impression in some directions that the standards of character among the rank and file of railroad

men, because of the nature of their work and their environment, are not so high as those in the general business world, and there may be some among the railroad fraternity who feel that the nature of their work is not as conducive to the development of character as is the case with many other lines of general business.

"There was doubtless a time in the pioneer period of railroad construction and operation when the railways did not enter so fully into the life and plans of our people, and make up so largely the commerce of our nation as they do today, when, because of limitations created by exposure and exclusion from the cultivating influences of society, there were lower standards of intelligence, of habit and of discipline than now prevail, such as to justify this conception; but today, in this country, when railway construction and operation have become almost, if not altogether, the leading material factors in our civilization and progress; when the railways constitute nearly one-fifth of the total wealth of the country; when their employes, including their dependants, embrace nearly one-fifth of the population; when discipline, like that of an army, is required for the safety of life and property—in the enforcement of which the employe is equally benefited—who will but admit that no standard of character is too high; or who, among those who are conversant with the magnificent service rendered by our railways, unequaled anywhere on the globe, will but concede that railroad employes, if they are to be equal to their responsibilities and opportunities, must measure up to the best and highest standards of intelligence, activity, fidelity and all of those traits which constitute strong, self-reliant and forceful manhood?

"Great interests and heavy responsibilities everywhere call for men of capacity and reliability, and surely in the railway world—in finance, construction and maintenance, vast in scope and value, almost beyond comprehension; in traffic, intricate and perplexing, the structure upon which is builded the country's commerce; in operation, involving the safe, speedy and regular transportation of a nation's people and property—there exists a demand for the best qualities of mind, muscle and heart that man is capable of, and, with all the possibilities of his profession—and it may be properly so termed—no railway employe can be said to lack for incentive to make the best of himself.

"We have dwelt somewhat upon these features of opportunity and possibility because so large a proportion of railroad employes occupy what to many of them may seem humble positions. To

all such should come the words of Dr. John Hall: 'The best way for a man to get out of a lowly position is to be conspicuously effective in it.'"

Upon the conclusion of Mr. Caldwell's remarks a prayer was offered up by Frank Pearsoll, after which George B. Hodge read a paper on "The Educational Department," which he illustrated with large charts showing the rapid growth of the educational departments of the Railroad Association by the mediumship of libraries, reading-rooms, class-rooms and literary societies.

Mr. Hodge said: "What is needed most today is not more men, but better trained men. No corporation, railroad or otherwise, can be better than the men that administrate it. There may be much in the system, but there is more in the man. The most successful railroad men today are those that study the needs which contribute to the success of their work. Each year it is harder for men to get on in the world without some knowledge or ability. Each man needs to improve all the educational opportunities he can make use of." He then instanced how such improved time made the distinguished men of the present and past generations. In emphasizing the class rooms operated by railroad associations, in which nearly 1500 men were enrolled as students, he complimented the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia as the one leading all of the others in the number of international certificates won in the recent examination.

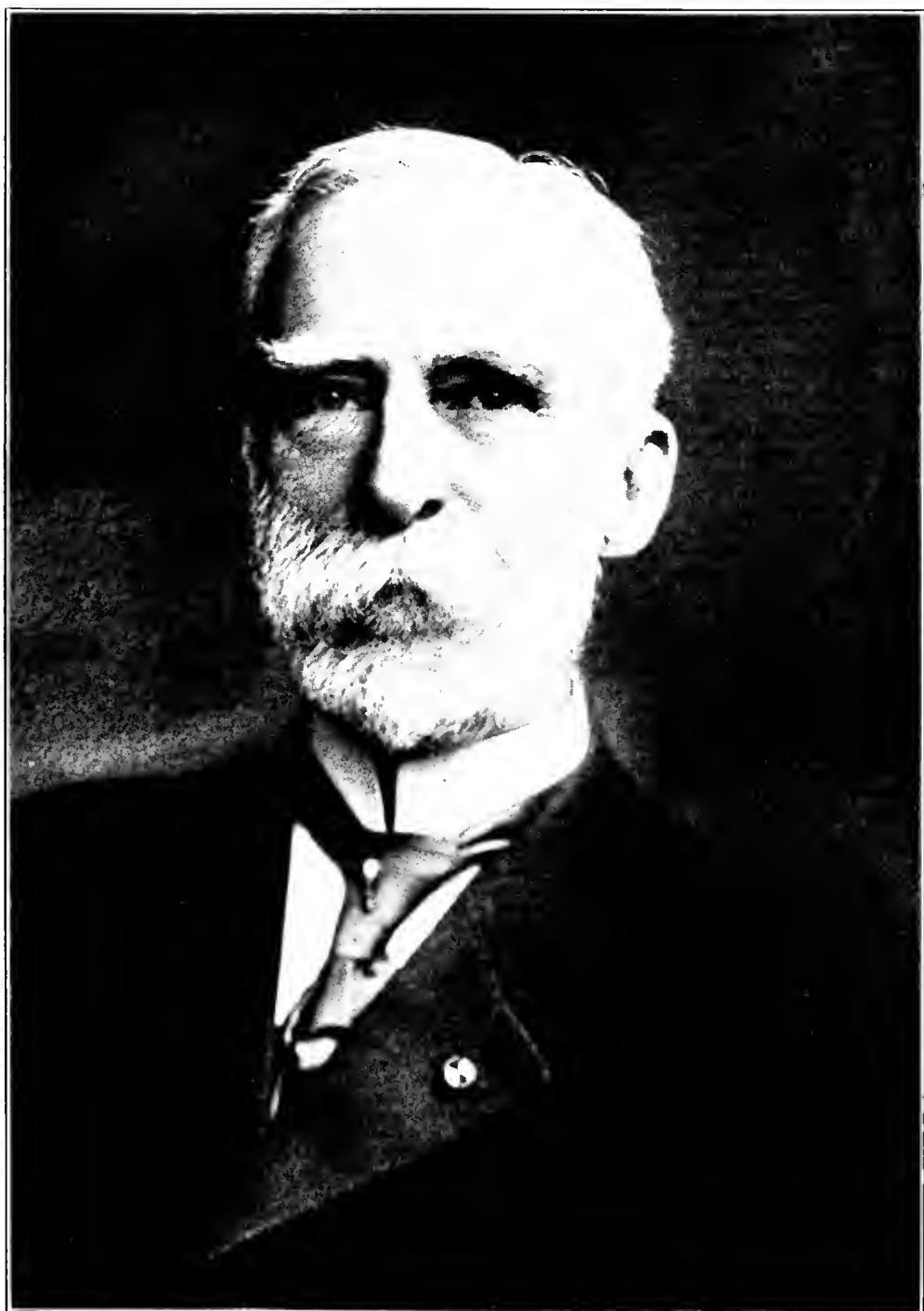
At 11.30 the Conference adjourned to the lawn, when group pictures of the delegates were taken. At 2 o'clock the afternoon session began, and was enthusiastic and spiritual throughout. John R. Mott gave a masterly talk on "A Knowledge of the Bible Essential to Christian Railroad Men"; Augustus Nash, of Cleveland, Ohio, spoke on "Shop Bible Classes"; Fred. S. Goodman, State Secretary of New York, on "Bible Study among Railroad Men—Can it be Carried On, and How?" and Dr. Wilbert W. White, of Montclair, N. J., on "Bible Study and Prayer." At the evening session, which was opened at 7.30, the climax of the Conference was reached. It was scheduled as "Railroad Official Evening," and made memorable by the large number of prominent railroad men upon the platform. Flanked and grouped around Col. John J. McCook, who presided, were: President A. J. Cassatt; Vice-Presidents John P. Green and Charles E. Pugh; Directors N. Parker Shortridge and T. De Witt Cuyler; Chief of Motive Power Theodore N. Ely; Chief Engineer W. H. Brown, of the Pennsylvania Railroad Company; Vice-

President Theodore Voorhees, of the Philadelphia & Reading Railway; President W. H. Baldwin, Jr., of the Long Island Railroad; President A. D. Smith, of the Cornwall & Lebanon Railroad; Vice-President J. B. Garrett, of the Lehigh Valley Railroad; President George W. Stevens, of Chesapeake & Ohio Railroad; Superintendent Thomas Owens, of the Duluth & Iron Range Railroad, and Superintendent Charles D. Hammond, of the Delaware & Hudson Railroad. Among others who were prominent were William J. Latta, former General Agent of the Pennsylvania Railroad; Judge James A. Beaver, former Governor of Pennsylvania; Theodore Schidlovsky, of Moscow, and wife; Nicholas A. Reitlinger, of St. Petersburg; Paul Glasenapp, Engineer Attaché of the Imperial German Embassy in Washington; Mrs. Russell Sage, Miss Helen M. Gould, Mrs. A. J. Cassatt and Mrs. Charles E. Pugh. All of these people were called forth by the delegates and greeted with an ovation.

The principal address of the evening was made by Captain John P. Green, First Vice-President of the Pennsylvania Railroad Company. Captain Green spoke gracefully and without notes as follows:

“MR. CHAIRMAN, LADIES AND GENTLEMEN:—To have one’s age given away quite as completely as Colonel McCook has given mine away is especially hard this evening, for, in strict confidence, I was playing a game of tennis with my daughter as recently as this afternoon. She was under the impression that I was a comparatively young man until Colonel McCook spoke. I am glad to say, however, that with age always comes compensating advantages. I have not only had the pleasure of Colonel McCook’s friendship for a great many years, but during my connection with the Pennsylvania Railroad I have known all the prominent men identified with railway affairs in connection with nearly all the prominent roads. I have had many warm friends among them, and have seen such progress in all the railroads of the country that the thing that brings us here tonight seems to be the natural result of a course of thought that has been coming on for thirty-five years past, and is tonight evidenced in the presence of you gentlemen around here. It is impossible to look around a room and see so many men here for a common purpose without feeling that there must be something vital and essential in all that purpose that appeals to us all, and shows that it has a reason for existence.

“It is not necessary to say that everyone is proud of his pro-



CAPT. JOHN P. GREEN,
First Vice-President, Pennsylvania Railroad Company, 1897-1909.
Entered the service January 10, 1865.

fession. We feel that this is the great profession of the age, a calling that requires intelligence, as other callings do. It requires devotion to a purpose and conscientious performance of one's duty, in order that he may feel that he is living a proper life in this world. It means the safety of millions of people, and the protection of property also depends upon us. The whole civilization of the country has been bettered by these railways. We stand here today on what the old Roman prided himself when he went outside of the Roman territory. It was then that they built the great highways which made civilization possible, and were the foundation of the civilization which we see today.

"We know that the humblest man that drives the spike has his part to perform in securing the safety of the countless trains that traverse this country from the Atlantic to the Pacific, and from the Great Lakes to the Gulf of Mexico. Every man has his particular duty to perform. The traveler lying in a Pullman car, and hearing his train rumble over a bridge, knows that his safety depends upon the faithfulness of some track-walker. But to you it is just as important that that man should have done his work faithfully as that the highest man in the service of the Company should have done his. Therefore, everything that tends to raise the standard of the man's occupation tends to make him sober, honest, self-respecting and conscientious. That is as near fulfilling the highest form of morality in this every-day life as we ever get in this world.

"It may have occurred to you, as it has to me again and again, why is it necessary that in doing this work we should be associated with the Young Men's Christian Association? That is a proper inquiry, which comes to us all. The answer is an easy one. It is clear that there is no sectarianism about it ('Amen' and great applause). The Catholic, the Hebrew, the Protestant, can all meet on common ground, and nothing is said to hurt any man's feelings, or make him feel that he is not in thorough accord with the Most High. I think experience has shown you that to accomplish any great work there must be some strong, impelling power behind it. We may say there is charitable work to be done, and our intentions are most admirable; but we get tired, and it is easy to stay with one's family, and say, 'We will do that tomorrow,' and tomorrow comes, and something prevents. We must have behind any work a feeling of duty that cannot be evaded. You must feel that there is work to be done, and that it is your duty to do it; that the aim

we have is to do it today, so that the men with whom you are associated will feel that they are doing their duty to the community and to the company with which they are connected. Without that a man cannot live happily in this world; and therefore, having the Y. M. C. A. behind us to give us that which gives pungency and influence, and puts behind us a force which pushes us to the front, it makes us do a great work, not only for ourselves, but for the community.

"There are others here who are going to speak, but I need not say how great pleasure it gives me to look around upon you all. I feel that all of you realize, and I trust that the other members of the railroad family, representing millions of men, all realize that the standard of our profession, our hold upon the world, our right to be the leading profession, depends upon the fact that every man does his duty, feeling that any man, no matter how humble his service may be, may feel that in this world there may be said to him what the Great Teacher has said: 'You have been faithful in a few things, I shall make you ruler over many.'"

Then followed interesting addresses by Nicholas A. Reitlinger and Theodore Schidlovsky, of Russia, and Paul Glasenapp, of the German Embassy, the first in well-chosen, well-spoken English, the two others in their native tongues. After Clarence J. Hicks had read extracts from numerous letters commending the movement, written by prominent railroad officials throughout the United States and Canada, President W. H. Baldwin, Jr., of the Long Island Railroad, was called upon and made a brief address, referring to the failure of non-supervised methods for raising the moral standard of railroad men, and referred to the supervision of the Young Men's Christian Association as a saving institution, giving to the work the true Christian spirit without which no great work could be accomplished. The addresses for the day were closed by Colonel McCook, who emphasized the fact that love for Jesus Christ was the underlying spirit of the whole movement. Whilst he rejoiced in the many secular advantages provided for the enjoyment of the members by the Association, he recognized that the Association's power which made the movement mighty was its influencing men to live Christian lives. In recognizing the great support given to the movement by railroad officials he said they were amply repaid, that they were far better served, and the public at large was far better served, whenever the hand which held the throttle-lever of a flying engine belonged to a sober Christian who was gathering inspiration

for his daily work from the Railroad Department of the Young Men's Christian Association.

The morning session of the Conference on October 13 was opened promptly on time. H. O. Williams presided, and the afternoon session was devoted to Bible study and giving testimony. J. M. Burwick spoke on "Shop and Cottage Meetings," Robert Weidensall on "Special Evangelistic Work," C. W. Messenger on the "Evangelistic Work" along the Burlington Route, and Frederick B. Smith on the "Importance of Organization." Chairman Williams announced the following Committee on Resolutions: Thomas Owens, Two Harbors, Minn.; W. G. Dudley, Clifton Forge, Va.; A. R. Rutan, Smithville, Texas; D. McLain, Maritime Provinces, and O. B. Steeley, of Pocaletto, Iowa. G. A. Warburton, of New York, outlined the broad work done by the International Committee, and read a paper upon "A Railway Secretaryship—Its Demands and Opportunities." F. W. Brent spoke on "How can each Association more fully occupy its own field?" The address of the afternoon was a forceful and eloquent one, delivered by John R. Mott, on "The Young Men of the World, and Our Relation to Them." Both sessions were enlivened by music and singing and spiritualized by confession, contrition, conversion and prayer. The evening session, which was preceded by a song service, was presided over by A. E. Marling, of New York. The Shop Quartette rendered a selection; a telegram from Russell Sage, of New York, extending his wishes for all good results to the Conference was read. F. E. Goodman offered up prayer, and Paul Gilbert sang a solo. At the conclusion of these functions the chair announced a paper by Theodore Schidlovsky, of Moscow, Engineer of the Imperial Russian Railroad, and President of the Society of Mutual Help, and President of the Co-operative Stores. As Mr. Schidlovsky could not speak English, his charming and accomplished wife read it in fluent English. As Madame Schidlovsky stepped forward she was greeted with the Chautauqua salute and three rousing cheers, the Conference rising to its feet to do her honor. The paper contained the following striking facts and figures:

Reference was first made to the system of co-operative stores established on the Russian railway lines for the benefit of the employes. The paper then took up the subject of the Mutual Help Societies organized for the benefit of railroad men throughout the Russian Empire, and some interesting facts were developed. The first of these societies was started in 1887 by the chief official of one

of the roads, with a membership of twenty-five. At that time there was no provision made for the care of the families of employes incapacitated for work, and the new organization proposed at the outset to give financial help to and educate the children of railroad men. An initiation fee of one rouble (fifty cents), yearly dues of a rouble, and a contribution of \$150 from the road, annually, made up the financial foundation of the new venture. During the first year \$2850 was raised to carry on the work. The next year \$12,000 was raised, increased by a gift of \$6000 from a disbanded society. These increased funds enabled the society to so enlarge its scope as to cover all cases of accidents to members. In connection with the work of the society, the first home for invalids was founded in 1892. It is twenty miles from Moscow, occupies thirty acres of land, with four buildings, erected at a cost of \$6400. The home is managed by a committee selected indirectly by all the members of the society. This committee meets once a year and fills the vacancies in the home. All the officials engaged in the work serve without salary. In the invalid home settlement, the invalids, in addition to receiving their houses, food, light and heat free, are also allowed four dollars per month for each family. There is no need of a superintendent, as the houses are kept neat and clean and the invalids are in many cases able to do some work about their houses and grounds. They live to a good old age, and the closing years of their lives are made happy and cheerful. In conclusion, after stating that the workingman has the sympathy of the railroad officials in Russia and that he receives fair play, thanks were tendered for the opportunity of seeing the glorious workings of the Young Men's Christian Association movement among railroad men in America, which would be an incentive to the delegates to endeavor to still further benefit railroad men in Russia.

Mr. Nicholas A. Reitlinger, of St. Petersburg, Assistant Manager of the Railroad Pension Committee of Russia, after being greeted with loud applause, spoke in English as follows:

“MR. CHAIRMAN, LADIES AND GENTLEMEN:—I would be pleased to call the attention of the Conference to the measures taken by the Russian railways in the interest of railroad employes. We have not, as yet, adopted an organization similar in character to that of the Pennsylvania Railroad Department of the Young Men's Christian Association, but we have a Young Men's Christian Association organized in the city of St. Petersburg, due to the liberality of

Mr. Stokes, of the United States, and carried out by Mr. Franklin Gaylord. Measures, however, in the interest of employes have been taken by our government on the state railways and by the administration on private companies, and much is done by the private initiative of the railroad men themselves.

"Measures adopted on the Russian railroads in the interest of employes can be divided into two kinds:

"1st, what is done for the employes and their families during service, and,

"2d, what is done when they leave the service and when the employes die."

MEASURES IN THE INTEREST OF EMPLOYES DURING SERVICE.

Aid funds for the burial in case of death of members of the employe's family, as for instance his wife, his children.

In case of his decease (if the employe could not receive medical attention from the railroad department).

In case of fire or flood destroying his property. (The amount of state fund in this case cannot exceed one-half year's salary of the employe.)

Medical attention to the employes and their families by special physicians paid by the railroad administration and in numerous hospitals sustained by the administration.

Houses are built for employes on different railroad lines.

Schools, elementary and technical, are organized for the children of employes.

In addition, there are organizations formed by the private initiative of railroad men, of which—

Savings banks, from which depositors may withdraw their money and likewise borrow money at reasonable rates of interest. There are thirty-seven of these banks, with nineteen thousand (19,000) members, and the amount borrowed annually is about one million dollars.

Co-operative stores, of which there are thirty-six (36), with forty thousand (40,000) members. Capital stock is about three hundred and seventy-five thousand dollars (\$375,000). Members purchase, through the medium of these stores, two million dollars' (\$2,000,000) worth of goods annually. These stores are of special importance on many lines of road which pass through desert lands, where railroad men are unable to supply their wants conveniently, in which case the store sends cars with goods from which the em-

ployes purchase what they require. In fact, they are "general" stores on wheels.

Societies of Mutual Help, the most important of which is that of the Moscow and Vovorod Railroad, in relation to which M. Schidlovsky will present a special report to the Conference.

Clubs, organized on various lines.

Libraries, jointly supported by the railroad administration.

Pension and Aid Funds.—By two special laws, one of 1888 and one of 1894, the first for private companies, the second for state roads, all railroads are obliged to have one or other of these organizations. There are two grades of railroad employes in Russia, one receiving monthly pay, regularly, and the other not employed steadily, and receiving wages daily. The latter might be termed "extra" or "floating" men. The former are termed "commissioned" employes, the latter "non-commissioned." All employes except the non-commissioned are obliged to become members of these organizations. The members of both pay monthly six per cent. of their salaries towards their maintenance, and three per cent. is paid by the administration on private railroads, and by the government on state railroads. Members of the Pension Fund receive, when leaving the service, after employment of not less than fifteen years' duration, annuities or pensions, the amount of which depends upon the length of service, upon the sum of money which stands to the employe's credit (being formed from his contributions, upon the payments of the railroad administrations or the government and of the interest accruing on those sums) and upon age. The system the Pension Fund is based upon the principles of life insurance.

Aid Fund.—Members of the Aid Fund, when they leave the service after not less than ten years' employment, receive back their contributions and a part of the surplus paid by the administration on their account. Leaving service after not less than fifteen years' employment, they receive all that stands to their credit. Leaving the service after less than ten years' employment, they receive only their own contributions, without the accrued profits, except when they leave through disablements, in which case they receive all that stands to their credit. There is a central pension fund, covering nineteen state roads, and nine separate pension funds for nine railroads belonging to private companies. The total membership of these Pension and Aid Funds is about three hundred and fifty thousand (350,000) men. The capital of the Central

Pension Fund of the nineteen state and nine private railroads (which originated in 1894) is now about fifteen million (15,000,000) dollars. The capital of all other Pension and Aid Funds is about forty-five million (45,000,000) dollars, making a total capital of fifty-five million (55,000,000) dollars.

The yearly income of the Pension and Aid Funds is more than six million five hundred thousand (6,500,000) dollars, from the following sources:

Obligatory contributions of members.....	\$3,196,000
Payments of private companies and of the government on state roads.....	1,170,000
Profits on investments.....	1,254,000
Other revenues.....	1,040,000
Total.....	\$6,660,000

The yearly expenses of the Pension and Aid Funds are about two million five hundred thousand (2,500,000) dollars, disbursed as follows:

Contributions refunded.....	\$1,754,000
Annuities paid to pensioned employes, their widows and orphans.....	343,000
Other expenses.....	382,000
Total.....	\$2,479,000

It may be well to state in this connection that the total mileage is about 35,000 miles—25,000 on state roads and 10,000 on private corporations.

The regulations governing the above-mentioned Pension and Aid Funds with other details belonging to the matter will be found in a recent publication of the Russian Railroad Pension Committee, published in French, prepared for the World's Exposition, Paris, 1900, which Mr. Reitlinger presented to the President of the Conference. This publication also contains statistics in regard to Russian railroad employes, the amount of salary received by different classes of men, as engineers, switchmen, conductors, clerks, etc., the average age of employes while in service, age at which they entered service, the number of years of service of the different classes, number of deaths, disablements, and relinquishments of service for other reasons.

Aid given to employes leaving the service in case of disablement or lack of employment, and to families in case of death of employe.

Relief money is paid by the administration of private companies or by the government on state roads to employes incapacitated for service by accident. This payment may be given in the form of an annuity, the amount of which in case of total disability reaches his full salary, or payment is made in one lump sum, which is about ten times his annual salary.

Life Insurance.—By recent law, June 3, 1899, governmental life insurance has been instituted for railroad employes. It has been in effect since September last, and the number of policies in force is more than eight thousand (8000), with an insured capital of about four million (4,000,000) dollars. This life insurance is entirely optional with the employe. The law referred to is contained in the publication referred to as issued by the Russian Railroad Pension Committee, which, in addition, contains the rates of this life insurance.

House of Invalids.—Was founded in the name of the Emperor Alexander II. for the invalidated railroad employes, on the initiative of the Eleventh General Congress of the Representatives of Russian Railroads. The foundation of this benevolent institution was considered a suitable celebration of the memorable day for Russia, the twenty-fifth anniversary of Tzar-Liberator's reign. For the realization of this act of benevolence and for the organization and maintenance of the asylums or departments of the House of Invalids, all Russian railways are taxed at the rate of five roubles per verst per annum, forming a capital which in 1900 amounted to one million five hundred thousand (1,500,000) roubles.

The object of the House of Invalids is to serve as a refuge for both single and married railway employes invalidated in the service, and such as through old age, sickness or other causes have not the possibility of earning their bread. It consists of three departments at present, representing each a separate rural colony, with considerable plots of land, forests, and numerous buildings. A monument of the Emperor Alexander II. is erected in each, inaugurated on the day of the opening of the colony.

The oldest of these colonies is the "Moscow" one, opened August 30, 1886. It is situated fifteen versts off Moshaisk station on the Moscow-Brest Railway, and district town of the Moscow government. The area of the colony amounts to 600 desiatins, composed of excellent meadows and birch woods of various ages, and is bounded on one side by the picturesque banks of the river Moscow. A church,

the expense of building which was kindly defrayed by Mr. Von Meck, is situated near a garden surrounding the monument of the Emperor Alexander II., erected on the banks of the Moscow. The colony contains twenty-eight houses for 131 married invalids, with from two to nine lodgings in each; a barracks for thirty-three single invalids; widow-houses, accommodating fifteen widows; a school, a hospital with pharmacy attached, a bath-house, and the following workshops: carpenters', barrel-makers', book-binders', basket-makers' and brush-makers'. There is also the house of the administration and the offices.

The second department of the House of Invalids, the Western or Vladava colony, was opened August 30, 1888. It contains one hundred and sixty desiatins and is situated in the Bresh district of the government of Grodua, three versts from the station Vladava on the Vistula Railway. The position of this colony on the high bank of the river Boog, amidst a great pine forest, with a sandy soil, is particularly favorable from a sanitary point of view. Along four streets, radiating from the Emperor's monument as a centre, are situated a church, a school, fourteen houses for sixty-three married invalids, each containing from four to five lodgings, barracks for thirty-nine single invalids, a widow-house to shelter twelve widows, workshops, bath-house and house for the administration.

The last of these colonies, that of "Poltada," opened August 30, 1893, is situated in the Kobeliak district of the Poltada government, three versts off the town of Kobeliak and eight versts off Beliky station on the Kharkoff-Nicholaieff Railway. It possesses two hundred and forty (240) desiatins, 200 of excellent arable land, and forty stretch along the picturesque banks of the river Vorska, above the woody slopes of which stands the monument of the Emperor Alexander II. The buildings of the colony, arranged in a semicircle to face the monument, consist of twenty houses for eighty married invalids, barracks for twenty-two single invalids, and a house for five widows. It also contains a hospital, a school, church, bath-house, various workshops, offices and all the requisite buildings and implements required in rural economy.

These three colonies are capable of affording refuge to four hundred invalids with their families, the number of which in 1900 amounted to two hundred and sixty wives of invalids and five hundred and twenty-six children. Of these latter, two hundred and sixty-five were receiving instruction in the schools of the colonies,

and one hundred and twenty-four attended needle-work classes and the workshops. The single invalids live in companies, whereas the married ones each occupy a separate lodging, consisting of two rooms, with a separate entrance, a storeroom, a cow-shed and out-house. All the invalids, in addition to lodging, are supplied with the necessary furniture, and receive lighting, heating, provisions, clothing, under-garments, bed linen and boots and shoes in proportion with their age and sex; the wives of invalids, and likewise their children from the age of seven to seventeen, receive of these supplies one-half as much as their husbands or fathers, and the children under seven years are entitled to only a quarter of an invalid's portion. The children of invalids are instructed gratis in the schools and workshops of the colonies, and all the inmates of the asylum, without exception, enjoy spiritual and medical aid and receive medicine free of charge. To improve the state of the invalids burdened with numerous families, they are entitled to pecuniary aid for the purpose of purchasing cows, and get land for kitchen and fruit gardens, hay-fields and pastures.

In view of the importance in asylums of encouraging industry and thrift to counterbalance the evil influence of indolence and idleness, the Board at the head of this institution strives in every way to encourage the invalids and their families to work according to their faculties, hiring them to do the household work, slight repairs, and the management of the colonies supplies them with funds for purchasing tools and working material, and having furnished the different workshops with all the requisites and special masters or foremen, chosen principally from among the invalids, directs the tasks therein to consist of articles required by the colony. This enables the administration to supply the children with a good technical education, invaluable to them when they grow up as a means of getting their living, and at the same time to furnish the colony with the necessary articles at their lowest cost. As soon as the efforts of each pupil in the workshops and needle-classes prove productive, the pupil receives a savings-bank book, wherein all his or her earnings are entered.

Following Mr. Reitlinger, Mr. Paul Glasenapp, of the German Embassy, receiving the same generous applause, said:

“MR. CHAIRMAN, LADIES AND GENTLEMEN:—Last night I had the honor to express the thanks of the Prussian Government Railways for the invitation to attend the International Conference. To-

night I will tell you something of our arrangements for the care and welfare of our railway employes.

" It may be known to you that Germany, in the way of social legislation, promotes the welfare of its employes in a high degree. In all of our departments, and also in the government railways, employes are appointed where possible as officials for life, and with a certain increasing salary, which is not reduced in case of sickness or accident, and in case of ineffectiveness for service they enjoy the benefits of pension. After death, their families enjoy them. Also other employes, men as well as women, in governmental or private enterprises, are provided by law with safety or pension funds, secured by the joint contributions of employer and employe. These funds, in case of disability, make provision for medical aid, medicine, hospital service and necessary maintenance. Besides these legal provisions, the government railways provide for about 130,000 officials and 220,000 employes (total, 350,000), arrangements for relief of service and for improvement of their moral and economic condition, and steadily seek to enlarge and improve this branch of the national service.

" To prevent over-straining in the service, there are exact rules governing the daily time to be spent in the service, and regular days for rest and attendance at divine service. Then, for employes in the train service, there are, at each railway station, social rooms, where they can stay during lay-overs, and where, if necessary, sleeping-rooms and wash-rooms, and, at large stations, bath-rooms. These arrangements are provided by the railroad free of all charge to the employes.

" In forwarding educational work among the employes, there are arranged educational lectures concerning technical subjects.

" In addition to the relief work of which I have spoken already, the government railways of my country disburse annually six millions of marks (\$1,500,000) for care in case of sickness, and where accident or old age renders it impossible for a man to secure his previous remuneration, this fund provides sufficient to enable him to bring his earning power up to its former standard. To this end, fifty millions of marks (\$12,500,000) have been accumulated as surplus. Up to this time fourteen thousand employes have received the benefit of the fund.

" Where there are no residential facilities, a great number of homes are built and maintained at government expense, which are rented to employes for a moderate sum. Furthermore, the organ-

ization of societies and associations among the employes is encouraged for the purpose of providing them with all kinds of food and household supplies, at a small cost to them. Also, they are encouraged to invest their money in savings banks and fire insurance. Finally, arrangements are made for social meetings and entertainments, so as to encourage a feeling of close union and fraternity among the employes and their families.

"We hope as a result of this International Conference further progress will be made in the care and welfare of railway employes, and especially that the Railroad Department of the Young Men's Christian Association may become increasingly useful in its large and beneficent work."

Upon the conclusion of the addresses of the delegates from abroad, Mr. C. M. Hobbs, Purchasing Agent of the Denver & Rio Grande Railroad, addressed the Conference upon the subject of "The Railroad Department—Its Field, Opportunity and Purpose." He handled the subject with great force and power. He said that "out of the most unpromising conditions a great work has grown, which stands today only as a door to greater achievements. The rapid development of railroads for twenty years after the Civil War absorbed the men of action coming from the war, but demoralized only as war can demoralize them. These men determined the nature and character of the service. There were few encouragements to morality and sobriety. The condition was so bad that it brought about a healthy reaction. Managers of railroads who tried to improve the moral and social condition of the men failed in their attempts, and gladly helped the Young Men's Christian Association when they realized its power for success." Mr. Hobbs during his address read a number of letters from railroad presidents bearing testimony to the great value of the Young Men's Christian Association as the supervising agency in the movement to elevate the standard of railroad men. He also stated that there are now 157 Railroad Departments with a membership of 40,000, and that the railroad companies contribute \$200,000 annually towards sustaining them in their work.

The culmination of the Conference was on Sunday, October 14. Many delegates were assigned to aid in special services throughout the city, but the vast bulk of those attending the Conference concentrated at the Conference hall, and, joined by large numbers of the local Association, participated in the most notable spiritual meetings ever held in this city. From the full reports of the morning

and afternoon meetings which appeared in the secular press of the 15th, the following is culled. It is taken from the *Inquirer*.

From 9 to 10 o'clock in the morning was known as devotional hour. A large number of delegates were in attendance, and many of them participated in the service, either by offering prayer, reciting a verse of Scripture, or giving some personal experience.

One of the greatest meetings of the entire Conference, however, was the men's mass meeting for devotional and spiritual work. It was the meeting looked forward to for many weeks by the International Committee and all closely in touch with the spiritual side of the work carried on by the Railroad Department, Y. M. C. A. In that meeting was really centred the basic object of the entire Y. M. C. A., namely the uplifting of men and the salvation of souls.

Only men were admitted, because it was thought they could be better influenced, and would be more willing to give expression to their true inward spiritual feelings, when so assembled. Every seat in the vast auditorium was occupied by strong, vigorous fellows, and it was an inspiring sight to see the deep interest manifested by them. Stalwart-looking men, with grit and iron nerve, accustomed to steel their hearts and bodies against the ravages of their daily environment on the rail, were moved to tears and broke down under the impulse of feeling aroused by the speaker or by some tender suggestion in a hymn. It was a marvelous revelation of the power of religion, brought to them in the simple, heart-reaching eloquence of Fred. B. Smith, one of the International Secretaries from Chicago, who had made a reputation as a Christian evangelist.

Mr. Smith was a comparatively young man, of rugged constitution, stocky build, and a sharp, penetrating eye, shadowed by a beetling brow. He looked more like a hustling Western man than an evangelist, but when once he took the floor, he held his audience of 2000 spellbound for almost two hours. Prior to his address, he called upon Engineer McClure to offer a prayer. It was an earnest plea to God for his blessing upon the meeting. Mr. Smith then called for ten promises from the Word of God, and as if he had touched a score of electric buttons connected with the phonographs, in quick succession they came from all portions of the house.

Then Mr. Smith began his address, first reading from St. Mark the story of the rich young man who wanted to follow Christ, having been a model of virtue and morality from his youth up, but who was not willing to surrender his riches.

The speaker said he at first received aid from that story, but

now he regarded it as a warning to men not to put their trust in riches, although he found no condemnation of riches in the Bible. It is a warning too, he thought, to the moral man who does not rely on Christ, and it also teaches the possibility of a man being nearly saved yet being eternally lost. The one thing this young man lacked was the spirit of God, which, Mr. Smith said, was the paramount need of every human being. He recited stories of men he knew who had been criminals and drunkards, yet they were not intentionally bad, nor did they hate their families, but lacked the spirit of Jesus Christ, having obtained which they became most effective Christian workers and respected citizens. He commanded his hearers to get everything desirable they ever dreamed of in this world's goods or acquisitions, yet told them if they forgot God their lives had been the most abject and dismal failures.

"And you'll live to come back and tell us so," he declared.

The other side of the rich young man's story, he said, was the assurance that men who have God's spirit in them, though they fail desperately in life's secular work, their lives have been gloriously successful.

The speaker then gave a graphic recital of how his father and mother, having lost their property, but ignorant of it, in their old age had refused to leave the old homestead, and when the son pleaded that they would be so lonely out there in the Western country his devout mother, with tear-stained and worn Bible, said, "No, my boy, we'll never be lonely while we've got this book."

A hundred men in the audience wept, and many found difficulty in choking down the sobs.

The speaker then put the question to the men, as it had once been put to him: "Young men, why don't you live like you'll want to die?"

In the most impressive manner he asked for all Christians in the audience to stand, and then called upon the rest who would like to be prayed for to stand. Rev. Dr. Erdman then prayed earnestly.

Following that, Mr. Smith asked for all men, not already Christians, who would like to become such, to stand up while the quartette sang

"Just as I am, without one plea."

The entire audience rose by fives and tens in all parts of the house, some bursting into weeping, until nearly 150 had signified their desire to join the army of Christ.

Such a demonstration has seldom been witnessed. The converts were then assembled in front of the platform, filling three rows of seats, and the service was concluded with a powerful appeal to God to dwell with them and bless them.

During the afternoon a special meeting of the "Woman's Auxiliary" of the Pennsylvania Railroad Department of Philadelphia was held at the Mantua Baptist Church, Fortieth Street and Fairmount Avenue. The meeting was exclusively for women interested in the railroad Christian movement, and the church was crowded to the doors. The Rev. J. G. Walker, pastor of the church, in the name of himself and the trustees of the church, extended a hearty and cordial welcome to those present. The singing throughout the meeting was fine; it was conducted by G. P. Bingley, Secretary of the Young Men's Christian Association of Baltimore, assisted by a large number of ladies connected with the church. The principal speech of the afternoon was made by George A. Warburton, Secretary of the Railroad Department of New York, who in opening said: "I believe it is the right of the women to have this meeting exclusive. The purpose of the meeting is to hear something of the Association work among railroad men. It seems to me Christian women should be interested deeply in this Young Men's Christian Association work among railroad men, because while they are not out on the railroad they are at home thinking of those who run the engines and conduct the trains. They sit at home quietly suffering for those who are on the highways of the railroad, thinking of their safety and their coming home, clothed in their right mind." Mr. Warburton spoke at length upon the movement, its origin, methods and progress, and dwelt particularly upon the work it did for the men and how it provided the safeguard against the many temptations to evil which were constantly assailing those engaged in railroad activities. In closing he asked the Christian women to pray for the progress of the movement so that it might receive God's blessing in the future as it has received it in the past.

The evening meeting, the "farewell" one of the Conference, was an impressive one. The auditorium was crowded to overflowing. The spiritual enthusiasm with which the atmosphere was charged during the daylight meetings seemed to become more intense as the shades of night wore on. Clarence J. Hicks presided. After a service of sacred song, led by C. B. Willis, of Milwaukee, Wisconsin, and of prayer led by Superintendent Sutherland, of the Michigan Central, the Conference Quartette of Indiana sang a very

effective selection. Chairman Hicks saying that as Mr. Pugh had represented Mr. Patton, whose recent affliction prevented his being present to welcome on behalf of the local department the delegates to the Conference, so, too, Mr. William B. Wilson, First Vice-Chairman of the Department, would represent that gentleman in saying farewell. Mr. Wilson, after thanking the Conference for the honor it had done the Department in meeting in its building, said that every member of the Department, the Department itself, and the community in which the Department was located had been spiritually elevated by the gathering, and that every employing company would be benefited in its service upon the return home of the delegates. He further said that like in earlier days the wise men of the East had followed the Star of Bethlehem to the stable door, so in these later days wise men from the Empires of Russia, Germany and Japan, guided by that selfsame star, found themselves upon the platform of this auditorium to review the work of the "Babe of the Manger." He called the delegates' attention to the fact that they builded better than they knew, that their gathering was perhaps the most important one in its benefits to mankind of any Christian conference that had ever convened in the world's history. One single lesson it had taught could only be beneficial in its results, as it taught empires, states, corporations and men that all friction could be removed, all differences settled with entire justice to all involved, if they would accept the Arbitrator that the Almighty God had appointed nineteen centuries ago in the person of Jesus Christ.

Mr. Wilson was followed by Mr. George H. Grone, Chairman of the Committee of Arrangements, J. A. Keesberry, Chairman of the Committee on Entertainment, and Charles R. Towson, Secretary of the local Department, all of whom spoke feelingly of the pleasure and profit the Department had received by having the Conference as its guest, and bid the delegates "godspeed" and a safe return to their families.

Mr. Owens, on behalf of the Committee on Resolutions, presented a series of resolutions which were unanimously adopted. These resolutions extended thanks to all who had spoken at the different meetings; to Miss Helen Gould, Mrs. Russell Sage, Mrs. A. J. Cassatt, Mrs. Charles E. Pugh and other women for their encouraging presence; to the Ladies' Auxiliary of the local department; to the foreign delegates, especially to Madam Sophie Schidlovsky; to the Pennsylvania Railroad Company and to the many

others of the railroad companies and individuals who had helped to carry on the work of the Conference; to the press of Philadelphia and to the city of Philadelphia. The resolution pertaining to the latter contained these words: "The hospitality of Philadelphia is unsurpassed, and we will ever remember this as the City of Brotherly Love." Following the reading of the resolutions, John Wanamaker, whose presence was unexpected, was called to the front of the platform and received a shower of applause. Mr. Wanamaker, after thanking the Conference for the warmth of his reception, said he had not expected to come to the meeting, but his interest in the work, and as one of the first friends of the Young Men's Christian Association in this country, he could not keep away—he simply had to come. After adding his testimony to the great work the Association has done and is doing, he further said:

"We must make a great stride forward after this meeting, so that this Convention shall be an unmixed blessing to all the United States. I feel encouraged by this meeting; in fact, I came here to be encouraged, not to make a speech.

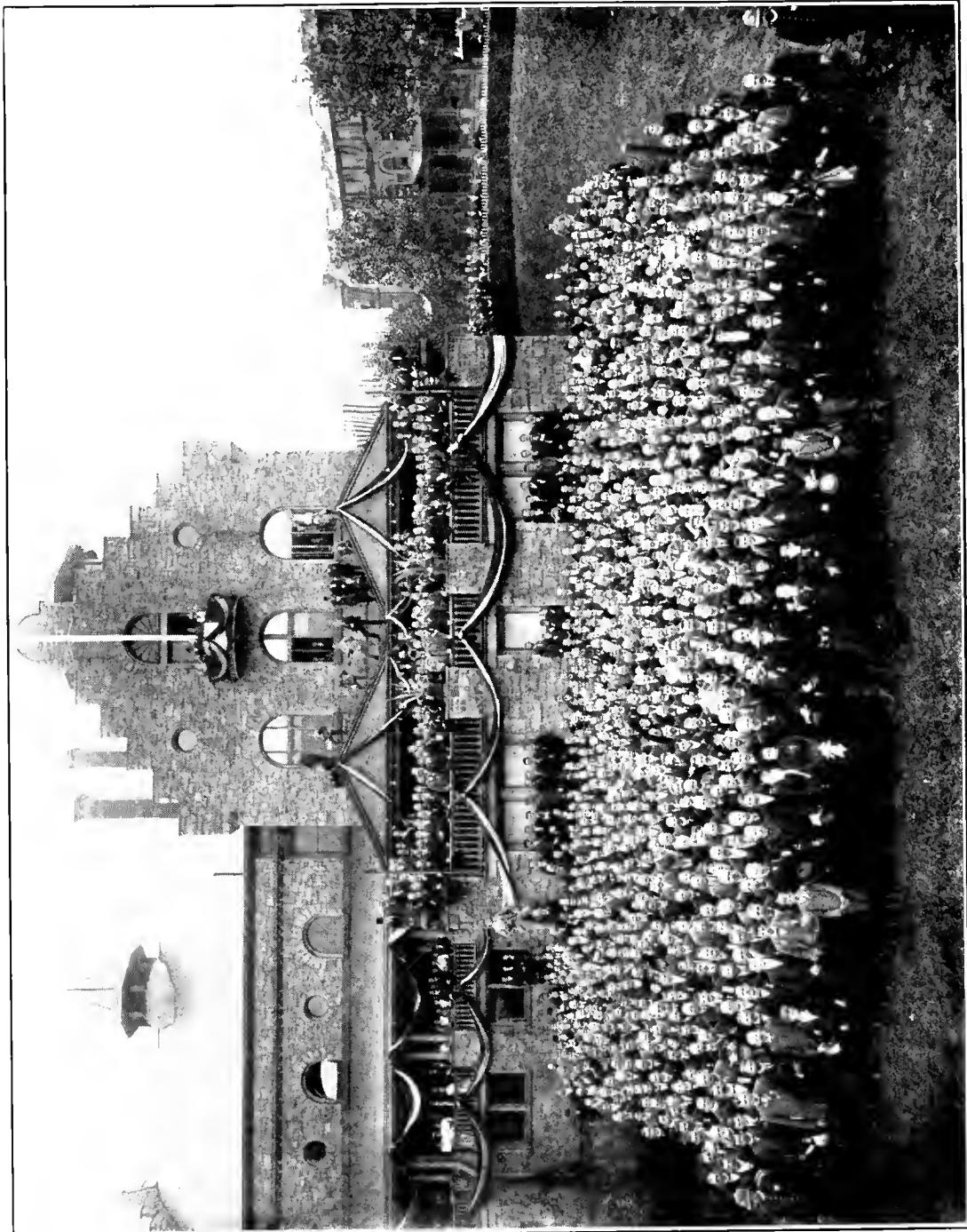
"It is the hope of the Church to organize itself as well as the Pennsylvania Railroad. As part of the Church, the Y. M. C. A. is hard at work while the Church is asleep. Bethany will be shut until next Sunday, but the Y. M. C. A. works every day and all day.

"The Church has wealth, intelligence and numbers, but needs the never-tiring spirit of your Association. You are true-hearted, dauntless, ever-working, and will be the savers of our men."

Mr. Wanamaker was followed in short addresses by Nicholas A. Reitlinger, of St. Petersburg, Russia, "Father" Coffin, of Iowa, and C. M. Hobbs, of Denver, Colorado, after which Fred. B. Smith, of Chicago, led in a testimony service during which the spirit of the afternoon meeting again came to the front. The Conference then adjourned by the delegates rising and singing the Young Men's Christian Association doxology, "Blest be the tie that binds."

As an aftermath the Pennsylvania Railroad Company tendered an excursion to and entertainment at Atlantic City, on Monday, October 15, to the delegates attending the Conference; 1017 persons availed themselves of the generous hospitality. Three trains of eight cars each awaited their arrival at Broad Street Station. By half-past eight o'clock the delegations began to arrive, and before nine o'clock the north end of the station was thronged. As the manly voices rang out in sacred song which penetrated every part of the great building the passengers on the incoming and outgoing

trains were treated to a scene never before witnessed on the promenade of the station. Stalwart men with bronzed faces and hardened hands, accustomed to the buffetings of the storm and the hazards of the rail, men who performed their daily tasks with a stern sense of duty and an appreciation of their responsibilities, were greeting one another in words of brotherly love, and giving vent to their overflowing hearts in singing joyous songs in honor of the Almighty God. What influence this scene must have had upon the crowds of people hurrying through the station to the busy marts of trade God alone can reveal, but no doubt many business transactions of the city were tempered for that day at least with great consideration for the rights of others, and conducted with a higher appreciation of the wonderful work of God and his methods of drawing men closer to him. Many of the prominent officials were on the platform to personally supervise the arrangements for the comfort and safety of the men. President Cassatt, in his office, was deeply interested in the excursion, and noted throughout the day the train movements and the happenings of the planned events. Robert S. Beatty, Chairman of the Transportation Committee, was in charge of the excursion and took personal charge of the third section of the train. Charles C. Kinney was in charge of the first section, and George H. Grone of the second section. The first section left at 9.15 A. M., and made the run to Atlantic City in 75 minutes; the second section left at 9.25, making the run in 72 minutes, whilst the third section, which left at 9.35, arrived 78 minutes later. The day was an ideal one, with a clear sky, gentle breeze and balmy atmosphere, and the run down to the ocean only too short for the happiness which the occasion produced. The arrival at Atlantic City of such a body of men at this "quiet" season of the year was an occasion of importance to the citizens, and Mayor Stoy was on hand to give the strangers a hearty welcome. Young's Pier was at the visitors' disposal for the day, and there they assembled upon arrival. The auditorium was filled. As Madame Schidlovsky entered a proscenium box she was greeted with an ovation which showed how strongly embalmed in the hearts of the American railroad men was the accomplished wife of the distinguished Russian engineer. The meeting was opened by Mr. Beatty calling upon Rev. Charles R. Erdman to lead in prayer. The Association Quartette sang a selection, after which Mr. Beatty presented Mayor Stoy, who in a few graceful words of commendation of the gathering heartily tendered the hospitalities of the city,



DELEGATES TO INTERNATIONAL CONFERENCE.

which were as gracefully accepted on behalf of the visitors by Mr. Erdman. Then, after rising and singing "America," the delegates broke up into little parties and strolled along the boardwalk, on the beach and through the streets, viewing the sights, drinking in the invigorating sea air, and occasionally making the welkin ring with sacred song. The managers of the Steel Pier threw that magnificent structure open, and those who visited and inspected it were well repaid. At one o'clock dinner was served at "The Brighton," "The Dennis," "The Traymore," "The Shelbourne," "The Windsor," "Haddon Hall," "The Seaside" and "The St. Charles." The visitors were assigned in about equal numbers to each one of these eight hotels. The service was fine and the dinners most excellent. After dinner a trolley ride to Longport and the Inlet was given, the movement over the lines being personally conducted by A. O. Dayton, Superintendent of the West Jersey & Seashore Railroad, who devoted the day to the comfort of the guests. Twenty carloads made the trip and were delighted with the ocean and beach views, particularly those which had not yet been encroached upon by the so-called march of improvement. At 4.45 P. M. the party re-entered the trains and left for Philadelphia. Upon their arrival at Broad Street Station, where bidding good-bye to one another, as they prepared to scatter for their widely separated homes, all expressed their great delight at the rare treat that had been accorded by the generosity of the Pennsylvania Railroad Company.

The distinguished visitors from Russia and Germany, in the persons of Mr. and Madame Schidlovsky, of Moscow, Mr. Nicholas A. Reitlinger, of St. Petersburg, and Mr. Paul Glasenapp, Engineer Attaché of the German Embassy at Washington, added very greatly to the interest and importance of the Conference. Interesting in their personalities by their bearing, manners and abilities, they became much more so as their ambassadorial functions disclosed themselves. To their refinement and knowledge was added the keenest sense of observation and inquiry. Scarcely anything escaped them, whether in the religious, social, industrial or governmental conditions by which they were surrounded. Madame Schidlovsky, a pure type of a good woman overflowing with philanthropy, was particularly admired; her accurate knowledge, both technical and practical, of the railroad craft won for her the admiration of all railroad men who had the honor to meet her, whilst her amiable disposition, gentleness, consideration for others, and her whole

being overflowing with happiness and goodness, made a loving impression on the hearts of all.

It was a beautiful sight when Helen Gould and Mrs. Russell Sage entered the lecture-room where were gathered specially the delegates from the Southwest, who were employed on the lines known as the Gould system. The motherly greetings of dear Mrs. Sage and sisterly solicitude of gentle Helen Gould, as they mingled with the men, was a great object lesson in the power of good women, and how perfectly the interests of employer and employe are allied when Jesus Christ is the cement which binds them together.

The Juniors were alive during the Conference; their tastefully arranged parlor for the ladies attracted great attention, whilst their activity in aiding in all parts of the entertainment was worthy of all commendation.

The adjournment of that Conference closed one of the most important religious conferences ever held on this continent, and one of the most momentous in the history of the Young Men's Christian Association. Its influence for good extended throughout the United States and in foreign parts as the delegates recounted in their widely scattered homes the scenes and incidents of its sessions. It was an object lesson in the efficiency of the supervision of the Young Men's Christian Association in the religious advancement of the railroad man throughout the world, and emphasized the fact that when friction occurs between the sons of men, and human arbitration and human arbitrators fail to remove it, it will disappear when appeal is made to the great Arbitrator sent by the Almighty God nineteen centuries ago, and who came upon earth as the angels sang "Glory to God in the highest, and on earth peace, good will toward men."

The Conference, the efforts which had been put forth before and at it by the members of the Department to insure its success, and the lessons learned from it, so stimulated all of the activities that at the close of 1900 decided progress was shown. Nowhere was this more observable than in the Junior Department. The growth of that work is shown in the statistics elsewhere displayed, but the broad and comprehensive plan upon which the work has been conducted has not heretofore been shown. From the reorganization of the Junior branch into a subordinate department under the supervision of the Senior Department, Mr. George C. Bartlett, Jr., has been the supervising agent, and to the faithful and intelligent administration of his trust is largely due the successful outcome. The principles upon which Mr. Bartlett founded his administra-

tion were outlined in an address he made in the main building on March 12, 1900, at a District Secretaries' Conference. On that occasion he said:

"The Junior work is no longer an experiment in Association work. It has been organized in nearly all larger Associations and many of the smaller, and has been placed there to stay. It is destined to play an important part in the great future of the Young Men's Christian Association, and as such must receive our careful and prayerful consideration.

"As we take in the Junior member for the express purpose of training him—physically, intellectually and spiritually—for a larger life, and possibly for the control of the future Association, we cannot set a too high standard in this department.

"A 'high standard' in Junior work is my keynote, and it will be sounded straight through all I have to suggest upon this subject. Thoroughness in everything we undertake, and let the undertaking be on a broad basis—this is essential for the successful outcome of our work for the boys.

"No attempt should be made to supplant the home life. On the contrary, it should be decidedly supplementary. The hours for the use of the rooms must not conflict with other duties—school in particular—and so arranged that they cannot be used as an excuse for the boy's too constant absence from his home. I am opposed to any extensive work for the Juniors at night, and when we find it necessary to arrange our work at that time, to do as little as possible, and then only with the older fellows.

"Too much stress cannot be made upon the proper selection of the Chairman, the Junior Secretary, or other recognized leaders. They should be men of strong personalities; men of the highest type of Christian character; men who can accept the spirit of our Saviour when he said, 'Suffer the little ones to come unto me'; men who can command instant respect; men who can love a boy because he is a boy, and who can sympathise with him in his boyish difficulties—and he has many. Sympathy, earnestness, cheerfulness and patience, coupled together with tact, and a manly character are qualities that will invariably attract the boy.

"In the February issue of *Association Men* the editor is authority for the statement that 'fully 80 per cent. of membership in our Junior Departments is made up of boys under fourteen years of age, and that the Associations are missing their work when failing to make definite and separate provision for the boys between fourteen

and sixteen.' I thoroughly agree with him in this respect, and have always maintained that a division at fourteen years should be made whenever practicable. We do it in our Bible study classes; to some degree in our physical work; in our camp life, our educational classes; in fact, whenever and wherever the opportunity affords. The boy of fifteen or sixteen is certainly a different person from the boy of twelve, and will only associate with the younger as a leader or upon special occasions.

"After a very careful study of boy-life as it is today—and their life today as compared with their age is much further advanced than ten or more years ago—I am thoroughly convinced that the average boy is led much easier into right or wrong paths between the ages of ten and twelve than later. Yes, bad habits are too often rooted before twelve years. I do not think we should be too rigid on the age usually required for admission—indeed do believe that we will soon discover that ten years will not be any too early. Two years' experience in this Association, where we admit boys from ten years, only strengthens my opinion in this direction, and no argument to the contrary can now change it. I would advocate an absolute separateness of our senior work from that of this younger element, but would advise a more lenient policy with the older fellows—even so far as to allow them certain senior privileges at the proper time.

"Less effort is required to secure attendance in the physical department than in any other. A boy takes to this part of the work naturally, but, on the other hand, he requires infinitely more care and the very intelligent supervision of a trained instructor or attendant. Basket-ball, hand-ball and various other games are his particular delight, and they are all good and proper in their places as an aid in the development of the boy as well as for the fun he certainly gets out of them. But these games should never interfere with the regular class work—in fact, should never be allowed excepting to those in regular attendance at the class work. A good plan is to close the gymnasium door at a given time and permit no late-comer to enter the gymnasium after that hour. We have recently adopted this method in our work here, and find that it works admirably.

"I do not believe in competition games with other organizations in the Junior Department—specially so during the school season. It requires *too much concentration*, and cultivates the professional spirit too soon. Informal games among the boys will satisfy their desire for 'a game.' The competitive spirit will mani-

fest itself occasionally, but block it at once, and if it comes from the older fellows, let them know in a kind manner why you do so, and they will respect you for your stand. This by way of experience.

"The second principle in our work: From printed statistics we learn that about seventy-five per cent. of our Junior members is composed of schoolboys. In our own department we reach the ninety per cent. mark—and, by the way, a splendid testimony to the railroad man's effort to give his boy a proper education.

"This large percentage of schoolboys in our membership requires a very careful adjustment of educational work. The school course is becoming more exacting, and the home studies more numerous, and precludes to a considerable extent any set class work, as in our Senior Department. There is opportunity, however, for good work with the older fellows along educational lines, but it must be adapted to his particular case. For instance, a 'commercial class' may be organized. Give the members access to the typewriters, hectograph and other office paraphernalia, and under the direction of the Secretary good results can be obtained. The class need not hold special sessions; on the contrary, let it be on the go-as-you-please plan, so far as time is concerned, yet practical in its operation. You will be surprised at the results that can be attained, and without interfering in any way with the proper rest from the set studies required of the boy five days of each week. Don't make this privilege conditional upon certain regular attendance, or the work will not attract the boy. Have all your committee work conducted in such a way that it will perform part of the educational effort. Let each committee have some definite and real work. Insist upon written minutes by their various secretaries; write all suggestions and instructions to the chairmen and request an answer. Arrange outings for groups of boys interested in special subjects, and bring them in actual contact with their 'hobbies.' Much can be done by contact work, examples or illustrations—without exhausting the already tired little brain.

"And our third principle, spirit: In the spiritual work for the boys I believe we should have more of Christ and less of methods; more reverence and actual communion with God and less of the illustrations which so tend to detract from the proper spirit of the work rather than open the way for the right conception of the truth. Pardon me for again referring to our own work, but I have made a careful study of the results of talks to the boys of this department, and find that the deepest impressions are made in our religious

meetings by men who give us the *pure gospel*, and not by those with the jocular illustrations. The boys frequently ask for the former speakers when the latter are often forgotten, and *quite frequently ridiculed*.

"I have noticed certain signs in some of the various Junior rooms visited, and they read thus: 'Don't upset the chairs,' 'Bible Class Wednesday Afternoon,' 'Don't run around the corridors,' 'Boys' own meeting Sunday Afternoons,' 'Don't whistle,' etc.: a general mixture of the ridiculous with the sublime, as it were, until there is scarcely enough vacant space left on the walls to see the design of the paper or the color of the calcimining. This method certainly spoils the appearance of any room, no matter how good its furnishings, and is *suggestive* to the boy. Did you ever see a sign along the country roadside that had been changed to suit the caprice of one of these little fellows? Yes, and he will do the very same thing in your own rooms, or at least compel you to make other signs for new offences.

"Let discipline govern your rooms and your boys, but let the 'don'ts' come from the lips of your Secretary, and not from the sign-maker's brush. A five-minute talk with a new member, or an unruly old one, will do more toward saving your furniture and establishing discipline and the proper order of things than all the signs your walls will hold. A hand-to-hand and a heart-to-heart contact with these young members will overcome mountains of difficulties, and prevent a too frequent falling from grace on the part of those directly responsible for the Junior work.

"'Nothing is too good for the boys' has often been heard in our conversations and conferences, but do we always carry out this thought? The landscape gardener places the little rosebush in carefully prepared soil, and just where sun and rain will bathe its leaves, and as a result he secures a plant that is beautiful to behold. 'Tis true also of the young rose of manhood. Place him in proper surroundings, and in the light of the Cross, and the showers of blessing will not only nourish that which you have so carefully watched, but will bring joy and gladness to your own soul and make your Association a mighty power for good."

The mechanical instruction class which had been instituted the year before (1899) was well attended. That the effort was well directed was apparent in the attendance and sustained interest on the part of the men, the larger number of whom were engineers and firemen, but a considerable number were from other branches of the

railroad service. These men came to the class from all parts of Philadelphia, as well as from points outside of the city, to spend hours at a time studying the complex appliances. The Department welcomed all employes, whether members or not, and during the season of six months an average attendance of 1000 per month was registered. The instruction given by Mr. Alexander was supplemented by that of other P. R. R. men competent to demonstrate the work; and the result is indicated in the following letters:

PHILADELPHIA, June 11, 1900.

MR. CHAS. R. TOWSON,
General Secretary.

DEAR SIR:

In reply to your letter relative to Air-Brake Instruction as provided by the Mechanical Instruction Department, I take pleasure in stating that I have noted a wide improvement since the establishment of these classes; the enginemen are more proficient in the handling of the brake, and are able to report defects more intelligently. I would also state that we have not received a single complaint in regard to rough handling of the brake since the air-brake plant was started.

I would suggest that if possible the interlocking be taken up next, as I am certain the men would become largely interested and good results be obtained.

Respectfully,

(Signed) C. H. SMITH,
Road Foreman Engines.

JERSEY CITY, June 13, 1900.

MR. CHAS. R. TOWSON,
General Secretary.

DEAR SIR:

Referring to your letter of June 1, in regard to the result of the instruction of the Mechanical Department of the Association, I have remarked to some of our officers of the New York Division that I have noticed that the enginemen and firemen take very much interest in their work, and ask many useful and intelligent questions, which I think is directly the result of the instruction and talk at the meetings of the Mechanical Department. I can see very clearly the results of these talks in my conversations with the enginemen

and firemen, and I am quite often asked by these men to make clear to them some questions that come up and are not entirely clear to them.

I do not think, but I know, that the instruction in the Mechanical Department has done a wonderful amount of good and is highly appreciated by the men.

Respectfully yours,
(Signed) S. J. DILLON.

MR. C. R. TOWSON,
General Secretary.

ALTOONA, July 9, 1900.

DEAR SIR:

As one M. P. Instruction Car has just been working on the New York Division at Philadelphia, I asked Mr. McLaren for his view on the matter.

Please note his letter attached, which I think is a pretty good sign of the value of the instruction room at the Y. M. C. A. rooms.

Respectfully,
(Signed) J. R. ALEXANDER,
Air-Brake Inspector.

MR. J. R. ALEXANDER,

ALTOONA, PA., July 5, 1900.

DEAR SIR:—Replying to your letter, I would say that while the M. P. Instruction Car was located at Philadelphia, on New York Division, the rating of the men who were examined on air brakes was in some cases very high, while in other cases it was necessary to re-examine some.

I think this difference of rating of the men was largely due to the fact that a great many of the men availed themselves of the opportunity of visiting the "Air-Brake Department" of the Y. M. C. A., as the men who did so invariably made a higher rating in M. P. Car.

I am satisfied that the "Air-Brake Department" of the Y. M. C. A., at Fortieth Street, Philadelphia, is conducted by some of our best air-brake men on the Pennsylvania Railroad, and they have made a very marked improvement in the knowledge and efficiency of all who have availed themselves of the opportunity of attending their instructions.

(Signed) R. B. McLAREN,
Air-Brake Instructor.

No better testimony than that contained in these letters could be borne to the efficient work the Department was engaged in.

The Treasurer's report for the year ending December 31, 1900, showed the following:

Receipts.....	\$20,406.02
Expenditures.....	20,011.44
Balance on hand	\$394.58

The expenditures embraced \$2500 of debt liquidation.

The summary of statistics for the year is as follows:

ATTENDANCE.

At building, week-days.....	125,200
At building, Sundays.....	31,948
At athletic grounds.....	26,710
Total.....	183,858

MEMBERSHIP.

Seniors.....	1,517
Juniors.....	236
Total.....	1,753

COMMITTEEMEN.

Number serving.....	351
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The distribution of activities is shown in the following summary:

RELIGIOUS MEETINGS.

Sunday attendance.....	31,948
Mid-week attendance.....	705
Cottage attendance.....	73
Special attendance.....	963
Total.....	33,689

BIBLE CLASSES.

Attendance at devotional class.....	758
Attendance at evangelistic class.....	190
Attendance at training class.....	429
Attendance at general class.....	61
Total.....	1,438

EDUCATIONAL CLASSES.

Attendance.....	4,134
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MECHANICAL INSTRUCTION.

Attendance.....	2,307
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LITERARY SOCIETY.

Attendance.....	2,305
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MUSICAL.

Number of organizations.....	6
Attendance.....	3,689

ENTERTAINMENTS.

Attendance at Star Course.....	11,655
Attendance at special events.....	2,072
Attendance at socials and receptions.....	6,345
Total.....	20,072

ATHLETICS.

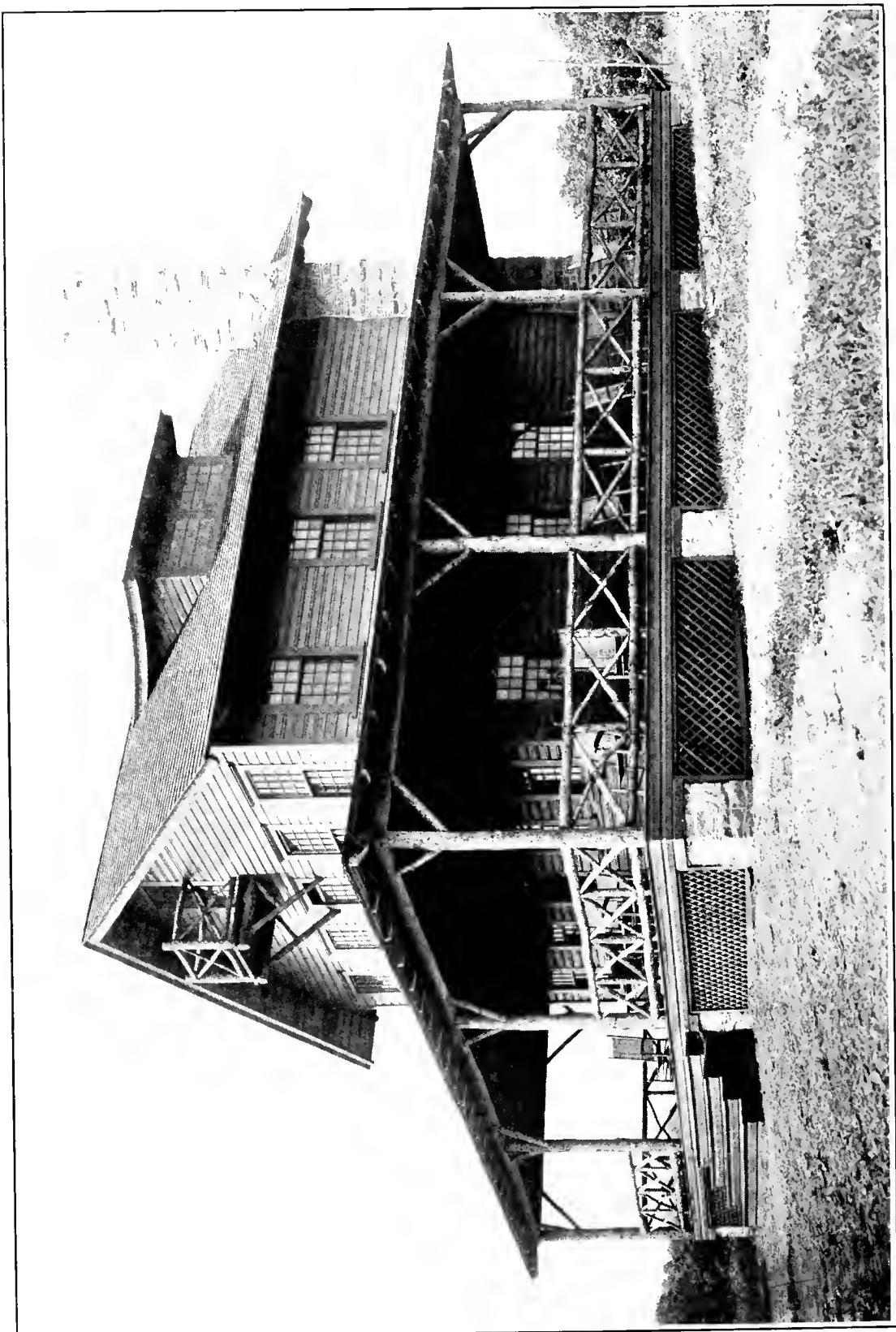
Attendance—in classes.....	3,104
Attendance—individual exercises.....	3,454
Visitors to gymnasium and games.....	7,310
Exercising at grounds.....	7,960
Visitors to games, etc., at grounds.....	18,750
Total.....	40,578

LIBRARY.

Periodicals in reading-room.....	95
Volumes in library.....	7,647
Volumes circulated.....	18,710

MISCELLANEOUS.

Profession of faith.....	182
Visits to sick and injured.....	848



THE JOHN LINN PATTON COTTAGE AT DWIGHT FARMS.

JUNIOR DEPARTMENT.

Attendance at rooms.....	15,395
Attendance at religious meetings.....	2,039
Attendance at Bible classes.....	1,172
Attendance at socials and entertainments.....	2,599
Attendance at gymnasium classes.....	2,541
Attendance at outings.....	230
Attendance at athletic grounds.....	3,012
Attendance at educational classes.....	565
Attendance at camp.....	112
Total.....	27,665

The foregoing figures speak most eloquently of the scope and progress of the work. With the close of the year 1900 that part of the history of the Department made in the declining years of the nineteenth century was completed. As the twentieth century opened, the Department took its place as a force in aiding the rapid and, to an extent, the wonderful advancement in all things which tend to man's higher and broader development and which marks the opening years of that century with distinctness. In its first decade a number of additions were added to the Department's facilities so as to meet the ever-expanding requirements of the work. Notably among these were: the cottage at Dwight Farms, the Broad Street Station Annex, an improved Athletic Field, and the Seashore House.

THE COTTAGE AT DWIGHT FARMS.

At a meeting of the Committee of Management held September 23, 1904, Chairman William A. Patton announced that as a memorial to their son he and Mrs. Patton had given to the Philadelphia Association at Dwight Farms a cottage to be known as the John Linn Patton Memorial Cottage, preference in its use to be given to members of the Pennsylvania Railroad Department, Young Men's Christian Association of Philadelphia. The following correspondence indicates the kindly thought of Mr. Patton and his wishes as to the use of the cottage:

BROAD STREET STATION.

PHILADELPHIA, Pa., September 24, 1904.

MR. CHARLES R. TOWSON,

General Secretary, P. R. R. Department Y. M. C. A.,

41st Street and Westminster Avenue, West Philadelphia.

DEAR SIR:

For the information of yourself and the Committee of Manage-

ment, I beg to advise you that the JOHN LINN PATTON MEMORIAL COTTAGE which has been erected at the Dwight Farms of the Y. M. C. A. of Philadelphia at Downingtown, Pa., and to which reference was made at the regular meeting of the Committee of Management, was completed, furnished, and put into use on the twentieth day of August, 1904.

I enclose for your information copy of letter from myself to Mr. Walter C. Douglas, General Secretary of the Y. M. C. A. of Philadelphia, under date of June 16, 1904, and copy of his reply to the same, in order that a proper record can be made of this matter. You will note that while this cottage is under the care of the Y. M. C. A. of Philadelphia, it is expressly stipulated that members of the Pennsylvania Railroad Department, Y. M. C. A. of Philadelphia, shall always have preference in its use. I think it will be well for you to send this data to Mr. Doran, Secretary (*pro tem.*) of yesterday's meeting and let him incorporate it in the minutes, so that there will be a permanent record of the conditions under which this cottage was presented.

Yours very truly,

Wm. A. PATTON.

PHILADELPHIA, PA., June 16, 1904.

MR. WALTER C. DOUGLAS,

General Secretary, Young Men's Christian Association,

15th and Chestnut Streets, Philadelphia, Pa.

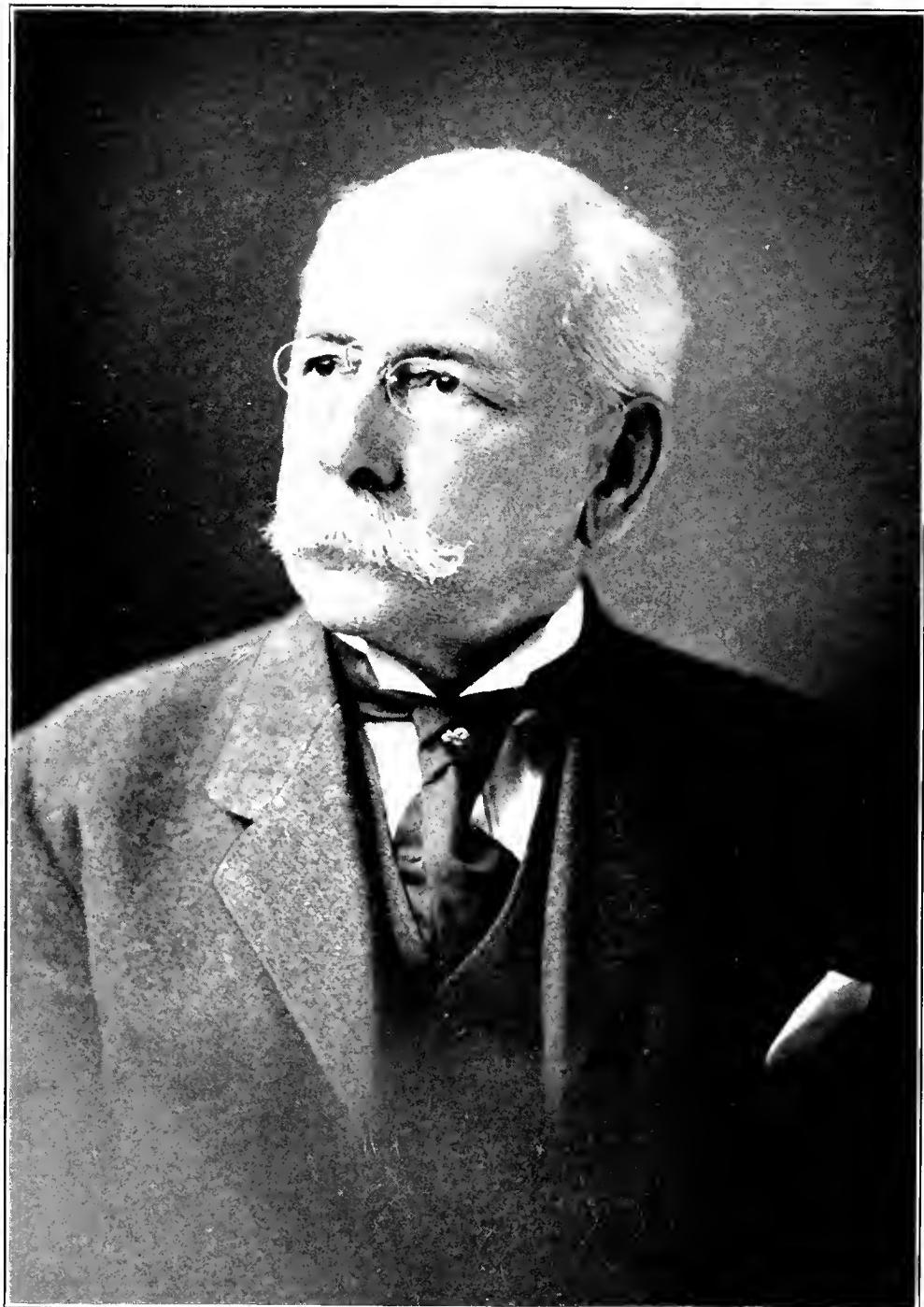
DEAR SIR:

If agreeable to the Board of Directors of the Young Men's Christian Association of Philadelphia, Mrs. Patton and I would like to make a contribution towards that most excellent branch of your work which is now being conducted at the Dwight Farms, by erecting a suitable cottage, with necessary furnishings, in memory of our son who departed this life October 6, 1900, the cottage to be constructed on plans already submitted to you, and to be designated as the "JOHN LINN PATTON MEMORIAL COTTAGE." In the use of the cottage preference should be given to members of the Pennsylvania Railroad Department, Y. M. C. A. of Philadelphia.

If this offer is acceptable to the Board I will arrange with the contractors to proceed with the erection of the building at once, with a view to having it completed in time for occupancy sometime during the month of August, 1904.

Yours very truly,

Wm. A. PATTON.



WALTER C. DOUGLAS,
General Secretary of the Young Men's Christian Association of Philadelphia.

PHILADELPHIA, June 22, 1904.

MR. WM. A. PATTON,
Broad Street Station,
Philadelphia, Penna.

DEAR MR. PATTON:

I have received and filed as a part of the minutes of our last meeting your letter concerning the cottage. It gives the Directors more than ordinary pleasure to accept and care for that cottage, and it will have a peculiar interest, not only to Mrs. Douglas and myself, but to the members of the Pennsylvania Railroad Department.

I met Mr. Gregory yesterday, and at seven o'clock this morning had the site marked out, the lines drawn, and the work ready to proceed. It will undoubtedly be finished in time to be of great service at the most crowded part of our season.

Yours very truly,

WALTER C. DOUGLAS.

The Dwight Farms on which the memorial cottage was erected is a fine estate of 465 acres, 300 of which are woodland, situated within a half-mile of Downingtown on the main line of the Pennsylvania Railroad. It has a frontage on Brandywine Creek, whose waters are of exceptional purity. The estate was presented to the Young Men's Christian Association of Philadelphia in 1895 by Mr. E. P. Dwight, who for years had been president of the Chester Steel Casting Company, a member of the vestry of the Protestant Episcopal Church of the Epiphany, and deeply interested in the work of the Young Men's Christian Association. The cottage is the largest and most attractive one on the estate; it has a fine sitting-room, wide verandas, a number of bedrooms with bath, and a well-selected library. The members of the Pennsylvania Railroad Department have all the privileges of the resort. No additional fee is required, and railroad men can go there and spend their week-end or vacation, whether for a single day or for weeks, at the rate of one dollar a day, one dollar and seventy-five cents from Saturday afternoon to Monday morning, or five dollars a week. This covers room, board and all expenses, as there are no fees for the use of the club-house, games, library, athletic grounds, swimming-pool and other attractions of the place. The Pennsylvania Railroad men have used the privileges in large numbers, some going there over Sundays, others for their entire vacation, and still others in groups for a day's outing.

The Farms are under the direct supervision and administration

of Mr. Walter C. Douglas and his wife, who spare no pains in making the sojourn of the visitors one of pleasure, comfort and happiness. Mr. Douglas is a man who with all the qualifications for a brilliant professional career deliberately turned his face from toward the glittering opportunities which presented themselves to him in that direction, and devoted himself and his life-work to advancing the interests of the Young Men's Christian Association. His superb optimism, self-poise, fluent speech, tireless energy and ever-present enthusiasm displayed during the last two decades in Philadelphia have deeply impressed his personality upon the moral and spiritual uplift of the community. During that period he has been a consistent and persistent friend of this Department, ever ready with sound advice, active assistance and cheery encouragement in furthering the objects for which it was instituted. With a keen intellect, a well-stored mind and a heart overflowing with love for mankind, he has administered the affairs of the Young Men's Christian Association of Philadelphia with such consummate skill and unselfish zeal that the great success that that Association has achieved can largely be attributed to his efforts.

BROAD STREET STATION ANNEX.

With the heavy responsibilities resting upon him, the President of the Pennsylvania Railroad Company, Mr. Alexander J. Cassatt, never omitted to give his close consideration of all things pertaining to the best interests of the Company's employes. Nowhere did he show more solicitude in that direction than in the work of the Young Men's Christian Association among the men connected with the transportation lines of which he was the responsible head. He gave liberally of his means to advance the work, and was ever ready in his official capacity to promote it. When to meet the requirements of rapidly expanding freight traffic and constantly increasing population it became necessary to close the Fortieth Street Station on the main line, Mr. Cassatt planned that the closing should not be detrimental to the Department's work. That station was on the grounds occupied by the main building of the Department, and a most convenient access to it. The closing of it was looked upon by a great many persons interested in the work of the Department as a serious drawback to the movement, but Mr. Cassatt, in planning the progressive physical betterment of the railroad, decreed that the work of the Department should not only not suffer nor be curtailed, but that provision should be made for expanding it. His plans as to



THE ANNEX AT BROAD STREET STATION.

the latter were unfolded at a meeting of the Committee of Management held December 16, 1901, whereat Mr. William A. Patton, his Assistant and Chairman of the Department, expressed himself as being highly pleased with the attendance at the main building generally, and especially at the Sunday afternoon meetings, notwithstanding the closing of the station, and announced that the Board of Directors and the executive and operating officers of the Pennsylvania Railroad Company, being in earnest sympathy with the work of the Department, had been seriously considering the possible adverse effect the closing might have upon it; that the result of such consideration was the offer of Mr. Cassatt, as an offset to any possible injury that might ensue this closing, to provide any one of the following places to accommodate those who might be deprived of the use of the main building: a floor in the new building to be erected at Fifteenth and Market Streets, the assembly room in Broad Street Station, or a floor in the new building being erected as an Annex to Broad Street Station at Fifteenth and Filbert Streets.

After full and thorough consideration by all interested parties the last proposition was deemed the best. That conclusion being in accord with Mr. Cassatt's views, he assigned the selected floor for the uses of the Department. The floor assigned was the ninth, or top, floor, was readily accessible to the office and trainmen employed in and around Broad Street Station, and contained about seven thousand square feet of floor space. In fitting it up the space was divided as follows:

Gymnasium.....	31 x 45 feet
Locker-room.....	7 x 31 "
Baths and lavatories	18 x 18 "
Reading-room	18 x 38 "
Class-room.....	18 x 19 "
Social-room.....	38 x 38 "
Shuffleboard-room.....	25 x 40 "
Coat-room and office.....	

All the rooms were properly equipped with the latest improvements in furniture and apparatus necessary to carry on the work. Professor Sims, who for a number of years had been the Department's Physical Director, was early assigned as Secretary and Physical Director of the Annex, and his administration of the trust confided to him has been fruitful of good results.

The Annex was opened on April 6, 1903, with appropriate dedicatory ceremonies. Its facilities were at once taken advantage of

by those for whom they were intended. The schedule of events put into effect were:

Regular gymnasium classes daily (except Saturday) at 5.10 P. M. Evening classes will be arranged if there is sufficient demand for them.

Shorthand and typewriting classes; elementary, 5.15 to 7.15 P. M., Monday and Thursday.

Class in railroad transportation, Monday and Thursday, 5 to 7 P. M.

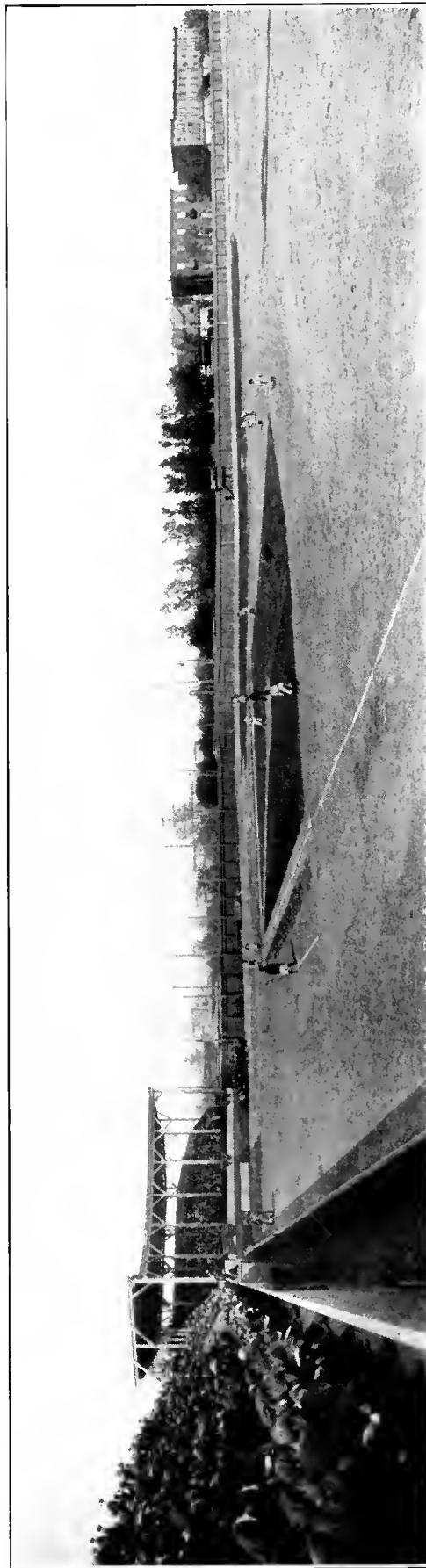
Bible study clubs, Friday evenings, from 6 to 7.30 o'clock.

Trainmen's Bible-class, Tuesday, 2 to 3 P. M.

From the opening, interest in the work has been of continuing growth, until now so many railroad men avail themselves of the advantages and opportunities offered at the Annex, that with the creation of an enlarged scope of activities the quarters are becoming cramped and more room an imperative necessity.

ATHLETIC FIELD.

The field at Fifty-second and Jefferson Streets had attained a high degree of perfection, when early in 1902 it became apparent that it would have to be abandoned to make way for the improvements the Pennsylvania Railroad Company was making in the vicinity. In view of that fact the Athletic Committee, under the able and energetic chairmanship of Mr. J. N. Purviance, set about securing another location. They were fortunate in securing the field at Belmont and Parkside Avenues which had been used by the Central Branch of the Young Men's Christian Association of Philadelphia, and relinquished by it at the close of the season of 1902. It was secured for the Department by lease from the Fairmount Park Association of Philadelphia. It was enlarged by the addition of adjoining property of the Pennsylvania Railroad Company on which there was a two-story house originally erected and used as a passenger station during the Centennial Exhibition. Work was immediately begun and the grounds put in greatly improved condition, and so laid out that the greatest development of field sports and exercises could be attained. The two-story building was entirely remodeled for use as a club-house and fitted up with the essentials for team and individual requirements of the members using the field. The field was formally opened on May 2, 1903, with a game of baseball between the Department's team



ATHLETIC FIELD AT BELMONT AND PARKSIDE AVENUES.

and a team from West Philadelphia before an audience of over three thousand persons, including a number of the higher officers of the Pennsylvania Railroad Company. After Mr. Purviance had introduced the teams Mr. William A. Patton threw the first ball. The game resulted in a score of 21 to 2 in favor of the Department's team, which, marshaled by Mr. Charles A. Mann, Chairman of the Sub-Committee on Baseball, and accompanied by Mr. J. W. Siims, Physical Director, was made up as follows: H. Schoenhut, Captain; L. Schoenhut, J. McCullough, O. Plummer, T. Strayer, J. Wood, T. Griffenburg, H. Miller, A. Hilborn, H. Brady.

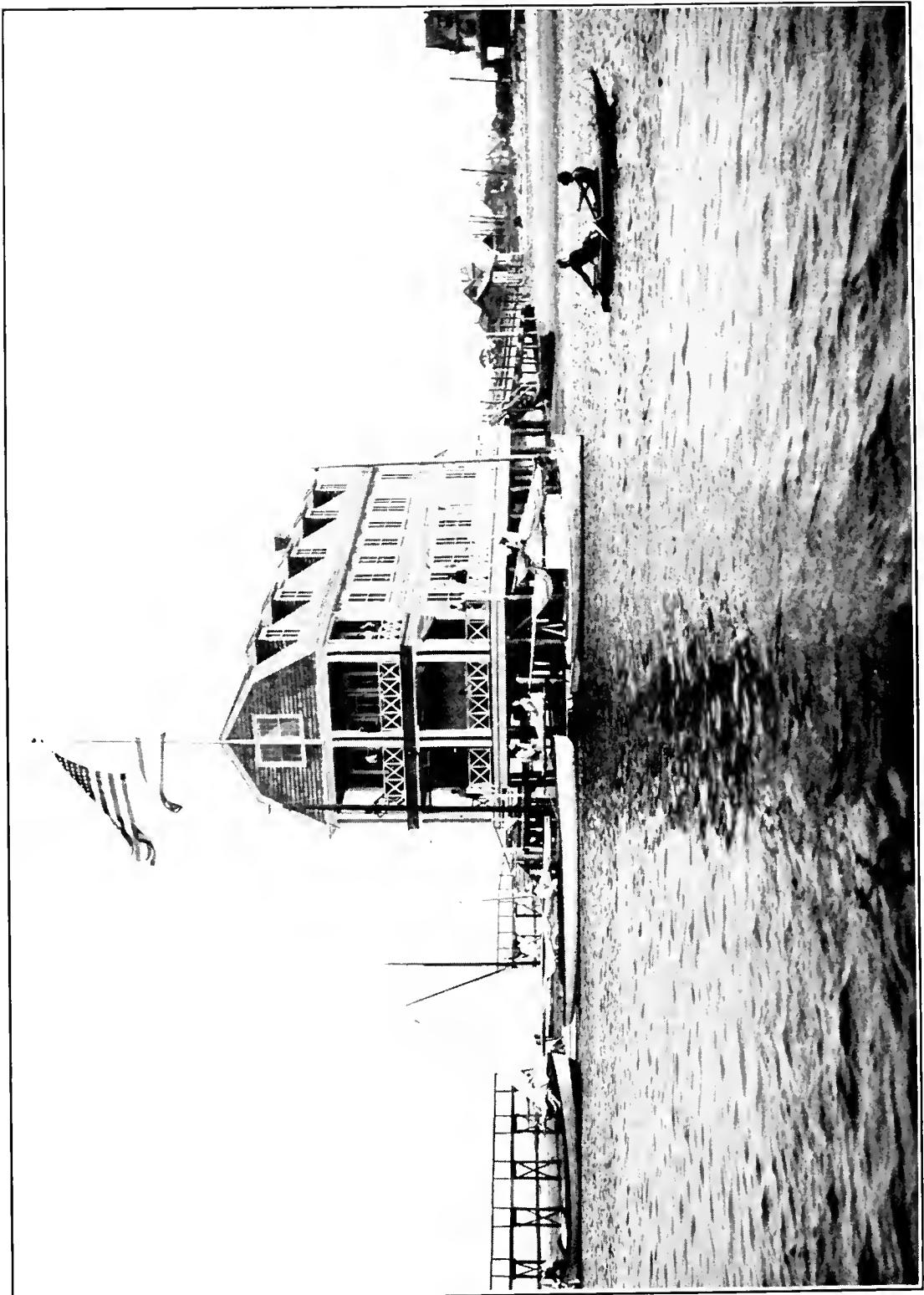
From the time of opening the field until the present there has not been any cessation in the efforts to improve it, its equipment and facilities. The effect of these efforts has been to provide the Department with one of the finest athletic fields in the country. The buildings and stands are valued at \$7500. The policy of having but a single representative team in each branch of field sport to compete with teams of outside organizations had been looked upon for some time with doubt as to its being the correct one to pursue in the development of the work of the Department, as its tendency was toward building up professionalism to the detriment of the general membership, shutting them out from the advantage to be derived by the individual or groups of individuals engaging in the sports. This doubt led to action, and in the season of 1906 the custom of maintaining single teams was abolished and the organizing of aggressive teams representing the various departments of the railroad service to compete against each other was substituted. This change in policy has met with wonderful success, and has resulted in the formation of numerous leagues, notably the General Office Baseball League, which comprises teams representing sixteen departments in the service, resulting in a great advancement in amateur sport, a more extensive use of the field and a closer affiliation of the rank and file of the employes of the Company. The average daily attendance of men exercising in the field during the season of 1909 was 100. The use of the field commenced early in the morning with the night men, continued with the boys early in the afternoon and the men later, so that some railroad employes or their sons derived benefit from this feature of the Department's work during practically all the hours of daylight. The field provides facilities for nearly all outdoor games. It has an excellent baseball diamond; four tennis courts, underdrained and up to date in every respect, with substantial wire back-stops; a well-kept cinder running track,

five laps to the mile; jumping-pits; vaulting-poles; hurdles; in fact, every equipment desired by the outdoor enthusiast. Also a club-house which furnishes many conveniences like shower-baths and lockers, the latter large, roomy and steel-woven. An old frame house which stood at the lower section of the field has been torn down and a new one erected in its place for the use of tennis players and visiting teams. In season it is open from daylight until sunset, and is under the direct supervision of Physical Director John T. Coleman.

THE SEASHORE HOUSE.

Ocean City, N. J., which was organized and founded by the Ocean City Association, an organization of the Methodist Episcopal Church, is a highly moral resort. Its restrictions prohibit gambling and the sale of intoxicants, and prevent the toleration of vice in any shape or disguise. It has seven miles of beach-front on the Atlantic Ocean, and as many more on the Great Egg Harbor Bay. Its favorable location, readily accessible, affording a fine opportunity for bathing, fishing and boating, makes it an ideal place for the seeker after health and rest to sojourn. It was these advantages that prompted the Department to locate its camp for boys at that place. The present club-house, located at First Street and Bay Avenue, is the outgrowth of the first boys' camp, which was held there in July, 1898. The first group of boys going into camp pitched their tents at Third Street scarcely more than a stone-throw from the location on which the club-house now stands. So enthusiastic were these first campers over their camp life that at once they began entertaining visions of some day possessing a permanent home in the locality. With the visions came the determination to realize them, and they then and there started a fund for the purpose. From that beginning, and the entrance of Mr. O. J. De Rousse as Chairman of the Junior Department, the club-house was not only made possible but became an assured fact. Mr. De Rousse's great interest in the work for boys and his having been for a long time a summer resident in Ocean City peculiarly fitted him for the leader to erect such a building. It was through his solicitations and efforts that the Ocean City Association donated and deeded the necessary land and water-front to be used for the purpose, and it was through his inspiring pleas for financial support, made to the friends of the Department, that sufficient funds were secured to erect and equip the building. He was ably seconded by the boys and strongly supported

THE SEASHORE HOUSE AT OCEAN CITY, NEW JERSEY.



by Mr. Patton, Chairman of the Department. A three-story house with wide porches was eventually erected, and its formal opening was effected on July 1, 1905. The visions of '98 became reality in '05. The book-cost in cash expended in the erection was \$7052.90, but as this amount does not include donations of a great deal of the lumber, foundation piling and other material used in the enterprise, the real cost represents an outlay of over \$10,000.

The house stands at high tide in fifteen feet of water, with boats of varied character and various utility moored around it when not in use, and the *Pennsy*, a fine seagoing craft, proudly cutting the surrounding waters. The latter is staunchly built, strong, roomy and comfortable, and rides the sea, gentle or rough, on a smooth, even keel. It has a 15-horsepower engine installed, with a Gordon reverse gear, and is supplied with life-preservers, signal lights, horns, whistles, etc., in compliance with the United States Government regulations. It was put in commission in 1909, and cost about \$1500. The house contains sleeping accommodations for about fifty persons and dining-room accommodations for more than that number. The privileges it offers are comfortable beds; plain and substantial cooking served in a light and airy dining-room; large porches; a reception-room; books and magazines; telephone service; and electric lights in all rooms. In addition, its floating equipment permits of rowing, sailing, fishing and life-saving service, while baseballs, bats, quoits and other athletic equipment provide for the playing of field games. Beach bathing is both fine and safe.

During the months of July and August the house is practically given over to the almost exclusive use of the Juniors, but before and after this period, in the early spring and fall, members of the Senior Department are permitted to use the club-house under certain restrictions; hence, Saturdays and Sundays from early March to late November, the house is in almost constant use by groups of a dozen or more of the Senior members.

The schedule of rates during the active period at the shore is as follows:

Juniors, sixteen years and under.....	\$2.50 per week
Intermediates, eighteen years and under.....	\$3.50 per week
Seniors.....	\$1.00 per day, or \$6.00 per week

To the charm of the sea and the health-giving salt air is added all the comforts of a home and the facilities for moral and physical enjoyment. Competent adult committeemen together with the Boys'

Work Director, under the immediate and direct personal command of General Secretary Bartlett, ably assisted by Mrs. Bartlett, give their attention to the boys and put forth every effort to so guide them that their life at the seashore may be morally and physically safe. During the season of 1909 no less than 400 men and boys visited the house and took advantage of the opportunities it offers for rest and enjoyment.

In addition to the foregoing, a valuable library contribution was made to the Department and a pipe organ was added to its equipment. Early in the year 1904 Mr. and Mrs. William A. Patton gave to the Department a choice collection of books which had been the personal property of their son, the late John Linn Patton. The Library Committee in accepting it for the Department expressed the desire that the gift be made the nucleus for a library especially adapted to the needs of the Junior and Intermediate members, and that the name "The John Linn Patton Memorial Library" be given to it. The suggestion met with the approval of the donors, who since that time have continued adding to the original collection, until now it forms a prominent educational feature of the Department, with a great and lasting influence in its helpfulness to young men.

At the meeting of the Committee of Management held June 17, 1904, Chairman Patton stated that there had been some agitation among certain members relative to the possibility of Mr. Andrew Carnegie placing an organ in the auditorium, but that it would not be necessary to appeal to Mr. Carnegie for that purpose, as he was very glad to say that some friends deeply interested in the Department's welfare were willing to place a pipe organ of suitable size in the auditorium, to cost about \$5000, if such a gift was acceptable. The offer was accepted, and a fine Haskell organ was installed at a cost of \$5500. The installation was completed for use in the services and musical entertainments held and given during the winter of 1904-05. The gift of this instrument enabled the Department not only to add dignity and solemnity to the music accompanying its religious services, but also enabled it to plan for organ recitals and other musical events, which have since been given to the edification and uplifting of the members.

An interesting event took place in the auditorium of the main building in January, 1905, which made a lasting impression on the



GROVER CLEVELAND,
President of the United States, 1885-1889, 1893-1897.

members of the Department. The occasion was during the semi-centennial of the organization of the Young Men's Christian Association of Philadelphia. Three meetings were arranged for and held on Sunday, January 29, one at the Union Tabernacle Church in Kensington, one at the Garrick Theatre, and one at the Pennsylvania Railroad Department's building. At the latter, former President of the United States Grover Cleveland delivered an address wherein he paid a high tribute to the Department and the advancement it had made. Mr. Cleveland, upon being fittingly introduced by Mr. William A. Patton to a large audience which tested the capacity of the auditorium to its utmost limit, arose and spoke as follows:

“MR. CHAIRMAN AND LADIES AND GENTLEMEN:—This occasion is full of inspiration for those who delight in the success and growth of a good cause. The contemplation of the moral, intellectual and educational results which the Young Men's Christian Association of Philadelphia has wrought within its life of fifty years is a cure for pessimism, and serves to reinstate our belief that the value our people place upon the things to be desired is not altogether measured by immediate returns in money or selfish indulgence. As we view the unprecedented American rush for wealth and trade advantages, we are apt to give entrance to the fear that patriotism and good citizenship are left behind in the race. We do not always see, through the dust and turmoil, that the instrumentalities of civic righteousness are still holding their own. We hear the din and shouting of money-getting, and we are not always certain that in the midst of it all the steady voice of conscience is pleading for better things. It is well, therefore, that occasions like this in which we today take part should be appointed, to the end that we may more fully learn that moral achievements should be added to phenomenal material success in taking an inventory of our country's valuable possessions.

“In reviewing the moral achievements today made manifest, it should be considered cause of special congratulation that they have not been exclusively reached by means entirely set apart from business and everyday affairs, or such as are altogether confined to the domain of strictly religious teaching. Perhaps it would be better to say that our review furnishes gratifying evidence that not only the churches and other purely religious agencies of our land are in important relationship to the work of the Young Men's Christian Association, but that these associations, as promoters of industry,

sobriety, trustworthiness and thrift, are also in close alliance with the best business and material interests of the country.

“The career and work of the Railroad Department of the Young Men’s Christian Association is especially valuable as proof of this proposition. The religious privileges which this Department has supplied have been so effective and so well appreciated that many of its members have been thereby led to church-membership; and at the same time the immense railroad corporation which encourages and contributes to the maintenance of this Department organized among those in its service, has secured through its varied ministrations a body of employes whose regard for duty, fitness for the work assigned to them and care for the lives and property placed in their immediate charge have made the Pennsylvania Railroad in its management and operation a model for all other like enterprises. At this point we should not fail to notice the instructive fact that the success of this department of Christian Association work has largely resulted from its intelligent foundation and the application to its activities of sensible ideas and a knowledge of the laws governing human nature. The employes constituting its membership are not chilled or repelled by the feeling that its advantages are tendered them as mere matters of bald charity. The organization and its advantages are theirs, and the railroad company only stands in the relation of a generous contributor to the cause. So it comes about that increase in membership, and the consequent increase of membership dues, shows a growing desire on the part of employes to support the organization and to avail themselves of the advantages of improvement which it affords, while the increasing contributions of the railroad company, and its hearty encouragement in every way, demonstrates its liberality, as well as its intelligent realization of the fact that both the moral and mental excellence of its employes are among its most valuable assets.

“I have sometimes had a shadow of fear that many young men whose lives are full of hard work, whose existence is bounded on every side by physical effort, and whose ideals are naturally suggestive of physical strength and sturdiness, attach to the word Christian a meaning which indicates something soft and enervating—good enough for women and children, but unsuited to an arena where the hard blows of labor are given and taken. Of course such a notion as this, universally entertained by men as stalwart as railroad employes, would be a sad hindrance, if not actually destructive, to Christian Association work among them;

but at this moment, and under the influence of present surroundings, I feel like confessing that at least so far as the railroad employes embraced within this Department are concerned, my fears have done injustice to a body of men too thoughtful and too sensible to permit such a foolish misconception to gain influential headway. I wish I could be certain that conditions are such everywhere as to oblige me to ask universal and unqualified forgiveness on account of my fears. The fact is, the word 'Christian' has broad significance and various shades of meaning; but in all its meanings it signifies, not weakness, and not the nerveless complacency of an amiable belief, but a rugged faith in God and his purposes toward men, strength of heart, head and hand, cheerfulness, courage, dutiful work, and the perseverance that points the way to success. As meaning a religious belief in God and the redemption of the world through Christ, Christianity gave, in its early days, to those persecuted and dying for its sake, such strength, courage and aggressive force as no other cause has ever inspired, and which no other incidents or emergencies in the history of our race have produced. Those who voyaged in the face of doubts and dangers to New England's 'storm and rock-bound coast' were in search of 'freedom to worship God'; but they both prayed and tilled the soil with their guns ready at hand. They fought with bloody and treacherous savages in defense of their lives and their homes, and they endured with fortitude born of their religious creed and trust in God, privations and sufferings unsupportable without such trust. These were Christians who settled and cultivated a new continent and made the beginnings of a great people.

"Our history also illustrates the meaning of the word 'Christian' as it may be used to signify a reverent confession of God's control of the affairs of man. Washington, in the darkest days of the Revolution, had constant faith in the overruling providence of God; and in that faith he fought gloriously and became the Father of his Country. This same faith was present in the convention that framed our constitution and gave the breath of life to the American nation. At a perplexing time in its deliberations, Benjamin Franklin, in proposing that daily, at the opening of its sessions, prayer be offered imploring divine assistance in its work, said:

"In the beginning of the contest with Great Britain, when we were sensible of danger, we had daily prayer in this room for the divine protection. Our prayers were heard, and they were

graciously answered. All of us who were engaged in the struggle must have observed frequent instances of a superintending Providence in our favor. To that kind Providence we owe this happy opportunity of consulting in peace on the means of establishing our future national felicity. And have we now forgotten that powerful Friend; or do we imagine that we no longer need His assistance? I have lived a long time; and the longer I live the more convincing proof I see of this truth—that God governs in the affairs of men. And if a sparrow cannot fall to the ground without his notice, is it probable that an empire can rise without His aid? We have been assured in the sacred writings that “except the Lord build the house, they labor in vain that build it.” I firmly believe this; and I also believe that without His concurring aid we shall succeed in this political building no better than the builders of Babel.’

“I have ventured to make this long and perhaps familiar quotation because it indicates better than I could by any language of mine, the spirit and the belief in which our national life had its birth and growth.

“The time of peril came when the perpetuity of the nation thus established was threatened, and when its preservation demanded that there should be in government direction and administration a strong arm, a rugged purpose and dauntless courage. These were forthcoming; but let it not for a moment be forgotten that with these Abraham Lincoln also brought to his country’s service a Christian spirit and an unfaltering reliance upon the power and protecting arm of God. His Emancipation Proclamation was the most thrilling incident of the war he waged for our national salvation; and the sublimity of his Christian character was never more brightly manifested than when in speaking of the credit due for the accomplishment of emancipation he reverently declared, ‘God alone can claim it.’

“Surely history furnishes no better examples of rugged strength and ability to perform hard tasks and to suffer with fortitude than are found in our country’s beginning, in its baptism of blood in the name of liberty, in its constitutional establishment as a nation and in its rescue from impending destruction. And yet the wonders of hardship, and the patience and the sufferings of war through which these things were wrought out, were borne by men animated by the Christian spirit—belief and faith in God. It is thus that we have been made a Christian people, and thus our national happiness and beneficence is bounded by our obedience to the law of our creation.

James Russell Lowell, when asked by a distinguished foreigner how long the American Republic would endure, replied: 'So long as the ideas of the men who founded it continue dominant.' Is this any more or less than a declaration by this eminent American that our devotion and obedience to the Christian spirit which gave birth to the ideas of the men who founded our nation, fixed the limits of our national existence?

"Such a suggestion as this has a solemn and impressive import, and leads to the unescapable reflection that in this Christian country there should be no public policy adopted by our government until its relations to public morality have been tested by Christian standards, and that these same standards should be applied to every movement professedly intended for the social, intellectual or industrial betterment of our people. As a serious-minded people, conscious of the immense responsibility resting upon us in the solution of the problem of popular rule, we should be a reverent people—not merely in lip-service, but ruggedly, strongly reverent. This is not to say that we should be a sad and gloomy people. On the contrary, with free institutions, and with equality of rights and opportunities which no other country offers, we should be the most cheerful and light-hearted people in the world.

"Neither the reverence nor the Christian spirit of which I have spoken is chilling, stifling nor repellent. Reverence merely enjoins upon us the improvement of our lives and work, by a thoughtful study of the character and successes of those who labored early in the field which through them we have inherited; and a Christian spirit teaches us that charity, unselfishness, forbearance and the moralities of life surround us in everything we do, and that obedience to their requirements will make us stronger and more cheerful in our work, and will add zest and happiness to our hours of rest and recreation.

"In this view nothing could be more consistent than the appearance of the word 'Christian' in the title of an association which combines religious teaching and leading with opportunities for education and improvement in every direction, and abundant facilities for physical culture and rational and manly recreation, while stimulating at the same time the sentiments that count for honor, truthfulness, sobriety and honest devotion to duty and service.

"It is quite obvious that membership in such an association ought to furnish assurance of good citizenship. It ought also to imply independence of thought and a clear perception of what is meant by the Golden Rule. In the complex relationships of Ameri-

can life not one of us can live, and live dutifully, to himself alone. Clashing interests, changed conditions and sometimes wrong judgment or prejudice, are apt to bring us all face to face with disputes and controversies. It is absolutely certain that in every such case there is somewhere, more or less easy of discovery, a factor of morality and of justice and fair dealing which when found can solve the trouble. Those are the best citizens, the best men and the best members of the Young Men's Christian Associations who, when controversies confront them, are the best able and the most willing to recognize this moral factor when found, and to accept the adjustment it indicates. It is in every way disappointing to see civilized men, as well as civilized nations, evading the moral considerations involved in a controversy and taking counsel of passion and greed—

“‘For why? Because the good old rule
Sufficeth them—the simple plan
That they should take who have the power,
And they should keep who can.’

“It is not worth while to blink the fact that without going far from home we can gain a hint that nations called civilized, and even Christian, are liable under strong temptation to back-slide to barbaric standards which permit war and slaughter to count for a people's greatness, and reckons ruthless conquest among glorious deeds. There is one effective and constant preventive against such a danger; that is the sincere acceptance, as guides to national behavior, of the honor, the love of peace, the devotion of justice and truth, the forbearance and the inviolable good faith which grow out of genuine civilization and a Christian spirit. No stream rises higher than its source; and a government by the people will be no better than the people make it. If these qualities are to be recognized as guides of national conduct under our plan of rule, the people must command it of their public servants, and they must support their command by manifesting in their individual lives and relationships their own thorough submission to such guidance. From this view-point we again see the value of Young Men's Christian Association work as aiding in the growth and stimulation of the moral traits which are needed to steady and keep in order the machinery of our government.

“A very distinguished and liberal-minded Englishman who has recently visited us is reported to have said, in giving his impression of our country, that ‘one of the greatest struggles democracy in

America has to fight out is regarding the relationship between capital and labor.'

"I cannot but think that in making this statement Mr. Morley failed to take into account all the instrumentalities that are at work among us in the direction of softening the asperity of the differences arising between these two forces; and I am sure that the expansion of Young Men's Christian Association work as one of these instrumentalities is full of promise. This ought to be especially true of such branches of the Association as are made up of railroad employes and are aided and encouraged by the employing railroad companies.

"I have within a few days seen it reported that the largest appropriation ever made by a railroad company for the establishment of Young Men's Christian Associations along its lines has just been authorized by the board of directors of a southern company; and this statement is followed by the mention of large contributions made by other railroads in aid of like associations. I hope that such co-operation on the part of employers in maintaining these associations can never be used as a means of unduly influencing the members of such organizations against their rights or interests, and unfairly in favor of their employers. Its effect should be greater assurance to the employers of faithful, honest service in their behalf; to the employes, largely increased means of improvement and competency, and to both such a realization of joint interest as leads the way to frank conference and a mutual desire to meet differences between them in a spirit of confidence, forbearance and good faith.

"I cannot conclude without a reference to the significance attached to the words in the title of your organization which indicate that its chief factors and promoters, as well as its chief beneficiaries, are young men. My attachment for young men, and my faith in the freshness of their activity and their ability to do the things that require intelligent vigor and persistency, increase with my years. And these are intensified by the impressive thought that the youth and young men of our land will soon have cast upon them the responsibility of safeguarding the honor and integrity of the best and freest form of government that has ever been vouchsafed to humanity. With these things in mind, how can I escape an abiding confidence in our nation's perpetuity and increasing beneficence, when I contemplate, as I do today, the tremendous growth of a movement which animates our young men and youth with

the conscience, the strength and the reliant love of duty and right which leads them to noble deeds?

“ ‘So nigh is grandeur to our dust,
So near is God to man,
When duty whispers low, *Thou must*,
The youth replies, *I can.*’ ”

The following figures for 1905 illustrate more than words can the progress of the work:

PHYSICAL DEPARTMENT.

Attendance at gymnasium classes.....	4,575
Attendance at outside gymnasium classes.....	519
Attendance at athletic field (members).....	6,890
Attendance at athletic field (visitors).....	13,790
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Total.....	25,774

SEASHORE HOUSE.

Average daily attendance (members).....	41
Total number of visitors.....	929

EDUCATIONAL DEPARTMENT.

Attendance at educational classes.....	6,683
Attendance at mechanical instruction lectures.....	2,079
Attendance at educational lectures.....	166
Attendance at educational clubs.....	1,120
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Total.....	10,048

STUDENTS.

Number in educational classes.....	319
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LIBRARY.

Circulation.....	21,936
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CORRESPONDENCE DEPARTMENT.

Arithmetic.....	40
Air-brake.....	182
Breakdowns.....	202
R. R. S. Bible study.....	413
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Total correspondence students.....	837

RELIGIOUS WORK.

Attendance at Bible study classes.....	9,438
Attendance at Sunday afternoon meetings.....	28,453
Attendance at shop meetings.....	5,701
Attendance at cottage meetings.....	126
Attendance at mid-week meetings.....	111
Attendance at annex meetings.....	743
 Total.....	 44,572

SOCIAL DEPARTMENT.

Attendance at socials and receptions.....	8,934
Attendance at entertainments.....	20,361
 29,295	

A daily average of 1000 persons used some of the privileges of the Department.

A special meeting of the Committee of Management was held at the annex, December 21, 1906, to take action on the resignation of Mr. Charles R. Towson, effective December 31, 1906. A committee on arrangements was appointed to make provisions for a farewell reception to Mr. Towson on December 31, and a committee on resolutions. The latter reported the following preamble and resolutions, which were unanimously adopted at a meeting held January 14, 1907:

WHEREAS, After nearly nine years of service as General Secretary of the Pennsylvania Railroad Department of the Young Men's Christian Association of Philadelphia, Mr. Charles R. Towson has tendered his resignation to fill an engagement in a wider field under the direction of the International Committee for the extension of the Association movement in the industrial field; and

WHEREAS, During his connection with the Pennsylvania Railroad Department his services have been of such signal benefit to the entire membership and to the cause; it is

Resolved, That while recognizing the call to the larger sphere of duty and opportunity presented by the claims of the International Committee for Mr. Towson's services, we hereby place on record our sincere regret at the severance of the ties which have bound him to this Department; that the Committee of Management must lose an official long-tried and faithful in every emergency; that as Committeemen, brought closely in touch with Mr. Towson in Association work, we regret the loss of the inspiration of his presence; that the membership of the Department must be deprived of the wise counsel

and the spirit of courage and helpfulness which his presence always manifested;

Resolved, That we gladly bear testimony to Mr. Towson's uniform courtesy, to the esteem in which he is held, to the resourcefulness of his plans for the development of the work of the Department, and to the manly Christian character which has shown out in his life during all the years in which he has so successfully labored to place the Department in the forefront of Association effort.

Resolved, That we congratulate the International Committee on its wisdom in making this selection, and to the good fortune which has enabled it to add the name of Charles R. Towson to its staff of officers.

We pray that God's benediction may be upon him, and that that wisdom may be his which comes of the indwelling of the Holy Spirit.

On account of the death of Mr. A. J. Cassatt, President of the Pennsylvania Railroad Company, the farewell reception to Mr. Towson was postponed to January 14, 1907. The meeting was largely attended, and Mr. William A. Patton, Chairman of the Committee of Management, presided. In his opening address the cause of the postponement of the farewell was alluded to as the occasion of a vein of sadness in the otherwise pleasant duty of contributing to the appreciation of the retiring Secretary. In sincere, dignified, simple and touching words he gave a hasty review of the growth of the Department during the twenty years of its existence, thirteen of which were spent in the present main building, nine of the thirteen under Mr. Towson's leadership—years full of close associations, the welder of many ties. "These ties have now been severed, through no fault of ours, through no fault of his. But when the call to duty comes as clearly as it came to Mr. Towson to take up a broader and a more important work, covering a wider scope and a larger field, extending over the entire continent, to a man of Mr. Towson's high honor I would say that there was nothing else for him to do but to answer, 'Here am I, Lord; send me.' " Mr. W. C. Stoever, President of the Board of Management of the Young Men's Christian Association of Philadelphia, and Mr. H. O. Williams, International Railroad Secretary, followed in words of commendation of Mr. Towson and his work. Mr. Jefferson Justice presented the resolution of the Committee of Management to Mr. Towson, and in doing so made a plea for a broad view of the work of the whole Association, and suggested the reflected glory that must surely come to this Department when men would begin to inquire whence came this new prodigy of industrialism, and the



ALEXANDER J. CASSATT,
President of the Pennsylvania Railroad Company, 1899–1906.

reply which inevitably must be made, "Why, those Pennsylvania Railroad Department people had Mr. Towson in training for nine years."

Mr. Charles C. Kinney presented to Mr. Towson on behalf of the Committeemen of the Department a watch as a souvenir of the many happy occasions and close friendships they had shared with the recipient, and as an expression of the lasting regard which had grown up between the Secretary and the volunteer workers during the period of his administration. Mr. Towson in his reply surpassed his own fame as an orator in simplicity of utterance, emotional power and crowning climax. From his opening reference to the ever-solicitous mother who urged him not to pay any attention to the numberless flattering things that might be said to him, because "he was not responsible for them," and to the devoted wife who did the unseen half of the things making the total of his success, to the close of his speech was a flow of wit, humor and pathos. Speaking of the souvenirs presented to him he said: "In the days to come, when the gold shall have worn and six little babies shall look on the past, I trust that nothing will dim the expression of your esteem put upon this record, so that those little ones, whose life now abounds in our home, may see that there was a time when those who are interested in the Kingdom of God thought well of their father, and that they will accordingly appreciate these tokens as I appreciate them now."

On December 28, 1906, the Department met with a great loss in the death of Alexander Johnston Cassatt, President of the Pennsylvania Railroad Company, who had been one of its most liberal patrons and strongest supports. Mr. Cassatt was the seventh President of the Pennsylvania Railroad Company, and his administration of its affairs, covering a period of over seven years, was marked by almost staggering waves of expansion, reconstruction, betterment, movement, equipment and financing. During this period the physical and financial conditions of the road were advanced to a position undreamed of a decade before. The credit of the Company was so high and firm, and the universal confidence in Mr. Cassatt so great, that hundreds of millions of dollars were secured with ease to elevate roads, to obviate grade-crossings, to tunnel and bridge great rivers, to duplicate its own lines, to construct splendid terminals in both the political and commercial capitals of the United States, and to eliminate from railroad management in the country

the destructive policies which had bankrupted so many carrying companies. He took his seat coincident with the opening of the twentieth century. At that time there was no more serious or difficult problem for the nation to solve than that of inland transportation of intra- and interstate commerce. In it were involved the questions of peace or war, the sustenance, the comfort and the safety of the people, and their pursuit of business and pleasure and in the enjoyment of leisure. The development of the fields and mines, mills and factories, and the economical and profitable interchange of their products, never commanded a closer study or caused a deeper feeling of uncertainty. The wise policy of the Pennsylvania Railroad Company of keeping pace with and of anticipating the demands of traffic had developed an empire bounded on the north by the Great Lakes, on the south by the Ohio and Potomac rivers, on the east by the Atlantic Ocean, and on the west by the Mississippi River. It encouraged and fostered agriculture, mining and manufacture, and gave such an impetus to those industries that they leaped forward to such a degree of prosperity that the Company found its facilities inadequate to meet the demands for transportation which its own progressive spirit had been influential in creating. The necessity for immediate, heroic and radical action was imperative. As in all eras of sudden and unexpected progress, the necessities of the times demanded a man of colossal mould to lead the forces of progress. He was found in the person of Mr. Cassatt ready and well equipped to lead. The man and the hour met, and Mr. Cassatt assumed leadership. He was a peerless leader, unsullied by the grosser elements of life; assuming the lead, he ruled the destiny of things with a grasp both firm and gentle, and, recognizing the railroads to be the veins of the country, the channel of health and life, gave to their further development the command of his talents, his person, his life. In scanning the list of the world's great men, his name will ever be seen standing out in bold relief with a halo of brilliancy surrounding it. He was no ordinary man, his no ordinary work, and it is questionable when the last analysis is made if any potentate of a lordly kingdom ever contributed so much to the peace, comfort and prosperity of his people as he did for the people of his native land. Let destructive or captious critics say what they may, the fact cannot be clouded that his chief aim in administering his trust was to promote the interests of the people his corporation served. That he did it, and did it well, stands out in strong lines as one contemplates the stable prosperity of the regions

affected by the magic of his hands in expanding and reconstructing the roads over which he presided, as well as the prosperity of those regions served by competing companies, whose trustees were taught by him to secure established value to the property they controlled by adopting methods of business honest to the owners of the properties and their patrons. So true, so earnest, so honest was he that the financial world held in readiness fabulous millions to hand over to him to permit of his carrying on the great revolution in railroad management and responsibility which he led. His four predecessors in the office of president were illustrious men who left their impress on the times in which they lived; John Edgar Thomson was a dignified, reticent man, able as an engineer and organizer; Col. Thomas Alexander Scott, a man of the people, was bold and fearless, quick in judgment and prompt in action; George Brooke Roberts, a master of detail, with financial foresight both clear and faultless, whilst Frank Thomson had few equals in the practical side of transportation and few who possessed so keen a sense of the relations a carrier bears to the commercial communities. It is in no sense disparaging to those men to say that Mr. Cassatt combined in his person all the elements which characterized them and made them famous. They laid imperishable foundations upon which he erected a castle of impregnable strength. Mr. Cassatt devoted a busy and unselfish life with absolute sincerity to enlarging a great transportation system for the development of the commonwealth and the good of its people. Although of a retiring, or rather of a modest disposition, his courage was boundless and his conscientious regard for honor and duty of the highest order. His energy, his boldness in conception, his powers, his dominating individual force, his integrity, made him a man of exceptional type, fitted by heredity, ability, training and self-control to carry on his great life-work throughout all the varied and ever-varying conditions which confronted him. His mind, clear, strong and well balanced by nature and well disciplined in the schools, expanding under the influence of deep thinking, became greatly enriched by stores of knowledge which he gathered from nature and in his intercourse with people in his frequent journeyings at home and abroad. With wide grasp he rose up to ever-increasing power and usefulness. He was honest, he was earnest, he was able, with the strong points in his character of simplicity and singleness of heart and mind. He had no hatred in his composition, and, whilst having the courage of his convictions and being ever ready to battle for them, he yet practiced self-mastery to perfection, and

always knew how to hold his temper as well as his argument. When necessity required it, he was a vigorous fighter in the cause of right, tireless, adroit and persistent. But in all his battles he stood as the champion of the people against every form of corruption, and for fair play in all the relations of life, for economy and for justice. If statesmen, diplomats, financiers and rulers had unwavering confidence in him, so, too, had the rank and file of the grand army of railroad men whom he commanded. They knew that the rights, the honor, the welfare of others were safe in his keeping, and, following where he led, aided him in overcoming difficulties and obstacles which to the ordinary mind seemed insurmountable. That the rapid march of progress which marks the day had not been deterred is largely due to his genius. He was the mightiest as well as the wisest sovereign of the railroad kingdom, and whatever faults he may have had, whatever errors he may have made, are so far outweighed by the great good he accomplished that they cannot be recalled. His sagacity, wisdom and instinctive judgment were phenomenal and never failed him. His acts, always progressive, were uplifting in character and resulted in greatly improving conditions. The *Public Ledger*, voicing the sentiment of the American press, said of him: "He was not only a great railroad man; he was a great Pennsylvanian, a great American, and not his own city only, but the whole country, has been enriched by the vast work that he crowded into his incessantly busy life." The minute made by the Board of Directors of the Pennsylvania Railroad Company after recounting the great deeds he had performed and bearing testimony to his mastery in every position he had occupied, says: "It is no wonder, therefore, that not only his close associates but all those brought into contact with him recognized in him one of the leading spirits of our age, one of the men who make a nation great and whose fame is a precious heritage for this country." He passed away, but only after he had erected by his deeds a column for himself in the temple of fame which will endure as long as the Pennsylvania Railroad exists or its history is preserved.

The Department held a memorial service on Sunday, December 30, 1906. While announced for another purpose, this service became a great memorial meeting to Mr. Cassatt, and hundreds of Pennsylvania Railroad employes gathered in the auditorium to pay their tribute of respect to his memory. Mr. Arthur Holmes, Religious Work Secretary, presided. In opening the meeting he paid a high tribute to Mr. Cassatt, and deplored his death as an irreparable loss

to the Department. He was followed by Mr. Walter C. Douglas, General Secretary of the parent Association, who said:

"We came today to say farewell to a living man, an official of this Department who leaves us to become an International Secretary, We entered through a door around which the Christmas greens were twined with crape, emblems of life and of death. It seems appropriate, therefore, especially on this holy day and in this place consecrated by hallowed associations, while not forgetting the living, that we should make this service a memorial to the dead.

"The lament of David over a great king, a king who towered head and shoulders over the people, instinctively comes to our minds today: 'How are the mighty fallen, how are the mighty fallen in the midst of the battle!' A mighty man has fallen, and the shock of his fall has been felt throughout the country. He has fallen in the midst of the battle, but of a battle already crowned with assurance of victory.

"Mr. Cassatt was a great man—great as an engineer, as an organizer, as a builder, as a leader of men, and as a statesman with a statesman's gift of prophecy or vision.

"As an engineer, physical difficulties that daunted other men he swept away. He found New York an island; he left it a part of the mainland to the south and west. The waters that had said to others, 'Thus far shalt thou come and no further,' he overcame; and connecting New England, tying New York to the mainland beneath and above the waters, he made a unit of a country which God's own geography had shattered into fragments. This, which is typical of his boldness and genius, is but a part of the physical work that he planned.

"He was great as an organizer, capable of marshaling the forces needed for any undertaking, and of imparting to the whole vast system over which he presided the impulse of his will until work was done, not only well, but with an enthusiasm and a pride of service not often found in civil life. How this stream of energy and enthusiasm communicated itself from a man so quiet and so modest to hundreds of thousands of other men I cannot explain.

"He was great as a statesman in his power, not only to measure present needs of society and meet them, but also to see into the future and anticipate coming needs with adequate plans. This is statesmanship. Mr. Cassatt had a remarkable power of vision: he foresaw the growth of the country and of the country's business.

and sought to provide for that growth. Some timid persons may have thought him overbold, but his judgment is even now vindicated. The years, although few in number, have swiftly brought us face to face with these expanded and we believe permanent conditions of business and transportation which Mr. Cassatt foresaw when the eyes of others were still unseeing.

"Mr. Cassatt was a man of integrity. To force of genius he added force of character. Within a few years he inaugurated mighty reforms; he brought about changes that were all in the interest of equity, of fair dealing with the public, and of impartiality between all classes of the community. Here he was a leader and a pioneer as truly as in the physical department of his work, and here his statesmanlike mind was first to see that these things should be done. He struck at great abuses and swept them away when it required immense moral courage to do so. Here again his judgment and his purpose will be fully vindicated and approved by all good men, even if not fully accepted and followed already.

"Mr. Cassatt was a kind man. You railroad men who served under him know this by instinct, by the atmosphere in which you worked under him, and need no human voice to tell you this truth. You felt it while he lived, you know it well now that his heart has ceased to beat. There was no antagonism, no hardness, no bitterness in his heart toward you, or in your hearts toward him. Whatever may be true in some great corporations, every railroad man in this audience knows this, that he has lost a President in whose good will and kindly impulses he could trust.

"A gentleman said to me a year ago, 'There is one person that has a mighty pull with the great President of the Pennsylvania Railroad.' I asked him who it was. He said, 'It is his little granddaughter, who, when he is at home, leads him around where she will with her little hand in his.' The man who feared no combinations of capital or antagonism of mighty powers in the battle of life was all gentleness and affection in the hands of a little child. This reveals his heart.

"Mr. Cassatt was a great man. It is perhaps no exaggeration to say that he left vacant the platform upon which he stood, for he had no peer; but we are thinking, and thinking fitly, more of his spirit than of his great deeds, and the memories that sink deepest into our hearts and will longest live with us will be of his goodness and kindness.

"You have lost a great friend."

Mr. Douglas was followed by Mr. William A. Patton, Chairman of the Committee of Management, who said:

"I promised to come here today, but I hardly feel equal to the task of speaking. I come fresh from the house of mourning. This great sorrow which comes to all of us—to every member of the Pennsylvania Railroad Department of the Young Men's Christian Association, to every Pennsylvania Railroad employe, and to every household represented by them—comes to me in a particular manner, when I reflect that Mr. Cassatt was my acquaintance and friend for nearly forty years; that for nearly thirty-seven years I served directly under him from boyhood to the present time. I have met with a great personal loss, which is shared by everyone here this afternoon.

"Mr. Cassatt was the friend of the Pennsylvania Railroad man, no matter what his position; whether he was an official of the Company or serving in the ranks, he had the same kindly feeling toward all.

"Mr. Cassatt was a progressive railroad man. In my judgment, this country does not today realize the loss it has met with. He had few equals and no superiors. He was one of the few great men of the age. Certainly no one has done more for the development and advancement of the commercial interests of the country, of the railroads and railroad employes. He was a natural-born leader and set a pace for all other railroads in the land. This country has had great railroad men, but I do not know of anyone who combined in so great a degree all of the qualifications which go to fit a man for the important and diversified duties devolving upon the president of a large railway system."

Rev. Charles R. Erdman, of Princeton University, made an impressive address, taking his text from Hebrews, 13th chapter, 8th verse. In the course of his remarks Dr. Erdman paid a high tribute to Mr. Cassatt.

Mr. Charles R. Towson, the retiring General Secretary, closed the meeting with fitting expressions regarding Mr. Cassatt's helpfulness and interest in the work of the Pennsylvania Railroad Department, Young Men's Christian Association.

If other evidence were lacking, this memorial meeting would be sufficient testimony to the close relations which exist between the officers and the employes of the Pennsylvania Railroad Company. This relationship grows closer and closer as the Young Men's Christian Associations along the road develop and progress.

At a meeting of the Committee of Management of the Department held January 14, 1907, the following preamble and resolutions were unanimously adopted:

WHEREAS, The All-Wise Father has called to rest the beloved President of the Pennsylvania Railroad Company, Mr. Alexander Johnston Cassatt, who was a member of the Advisory Board of this Association; and

WHEREAS, By reason of the interest which he manifested in the welfare of this institution and its members, be it

Resolved, That we gladly pay tribute to the memory of our friend in recognition of his abiding interest in the work of our Department, and express our profound regret at his departure;

Resolved, That we sincerely sympathize with the family and reverently commend them to Him who comforts in sorrow and looks with pitying eye upon His children;

Resolved, That these resolutions be signed by the Chairman and Secretary of this Department and sent to the family as a testimonial of our sympathy, and that a copy be spread upon the minutes of the Association.

The thoroughness of the progressive educational policy of the Department was shown in providing for a course of study in Railroad Transportation, embracing a special study of its relation to the Pennsylvania Railroad system and its connections. This course, the influence of which in advancing the efficiency of railroad men has been widespread and permanent, was opened in October, 1904. The scope of the course, to be completed in two years of two terms each, embraced the following studies:

I. Railway Geography: The number and direction of the lines in the different parts of the country. The reasons for the peculiar development which are to be found in the geographical features of the country.

(a) A study of the various systems—where they go; the character and extent of the country covered by each; the important cities of each.

(b) The character of the traffic of each system; the principal commodities carried by each; the coal, granger and trunk line group.

II. The Organization of the Railway System: The relation of the various departments to each other and to the system; the division of responsibility among the departments and officials.

III. The Organization of the Different Departments:

Functions performed by—

- (a) The Executive Department.
- (b) The Treasury Department.
- (c) The Accounting Department.
- (d) The Freight Department.
- (e) The Passenger Department.
- (f) The Operating Department.
- (g) The Purchasing Department.
- (h) The Real Estate Department.
- (i) The Construction Department.
- (j) The Legal Department.
- (k) The Insurance Department.
- (l) The Voluntary Relief Department.
- (m) The Employes' Saving Fund.
- (n) The Pension Fund.

IV. Railway Operation:

- (a) The duties of the General Manager; the General Superintendent of Transportation; the General Superintendent of Motive Power; the Chief Engineer Maintenance of Way; the Superintendent of Telegraph.
- (b) The functions performed by the Transportation, Motive Power and Maintenance of Way Departments.

V. Railway Traffic:

- (a) The duties of the Traffic Manager and his assistants.
- (b) A study of the methods of collecting and forwarding freights—the various waybills in use; the method of keeping track of shipments and the Company's equipment; the supervision exercised by the Auditor's Department over agents and conductors; the settlement of car mileage accounts among railroads.

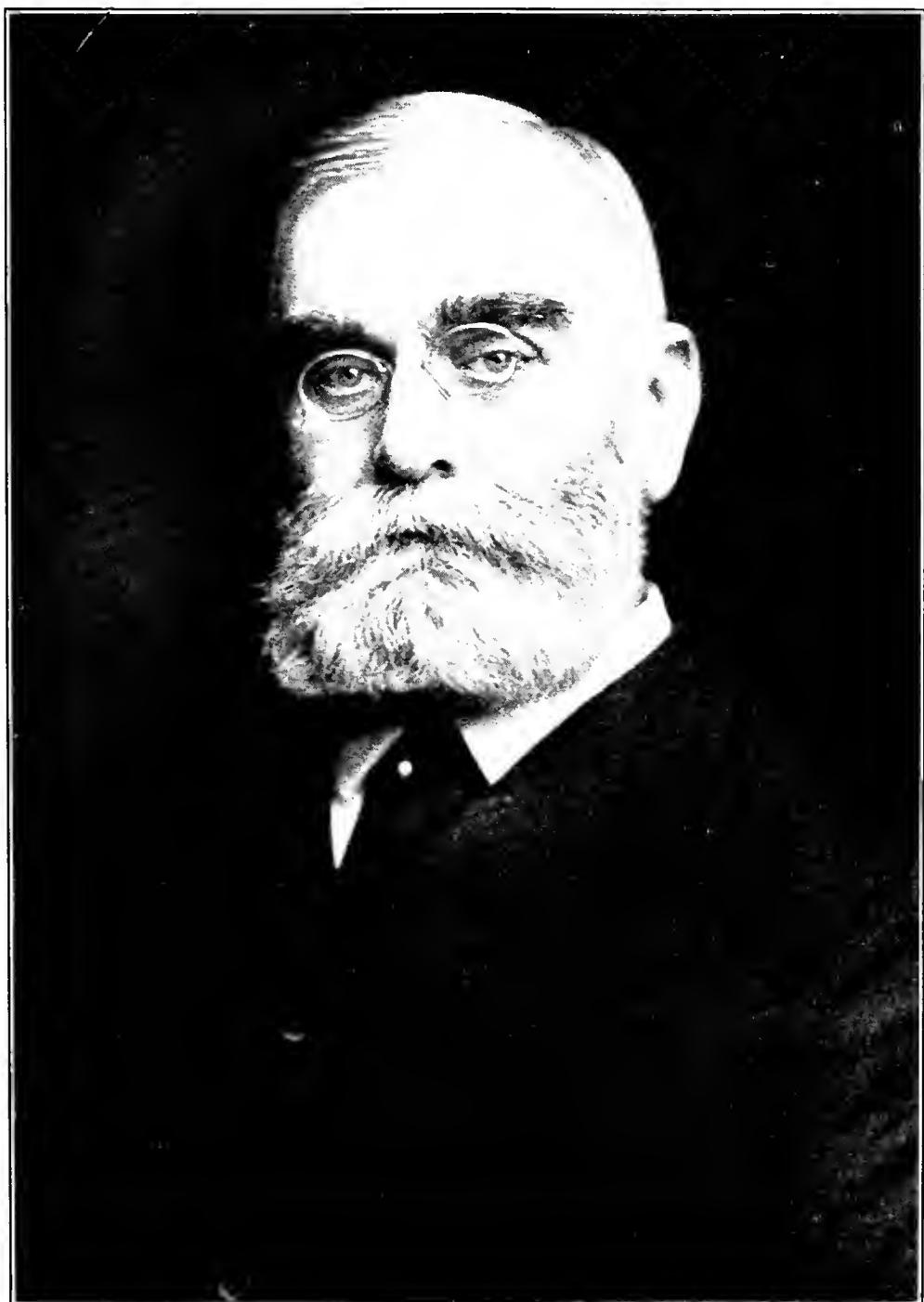
VI. Railway Accounting: The Principle of Railway Accounting.

- (a) The character of the income account and balance-sheet—what each indicates as to the condition of the Company.
- (b) The significance of ton-mile costs and statistics of traffic density; the value and importance of detailed statements of the amount spent in maintenance of equipment and roadbed.

- VII. The Financial Structure of the Railway Corporation: The difference between bonds and stock; the securities and privileges belonging to each class of security.
- VIII. The Railway Corporation: How it is organized; the character of the organization secured and the liability and privileges of stockholders.

Lectures on the above subjects were arranged for and delivered by Professors E. R. Johnson and E. S. Meade of the University of Pennsylvania and by heads of departments of the Pennsylvania Railroad. Students were enrolled from nearly all departments of railroad service, and groups of men of different branches of the service were formed into clubs to particularly study the bearing of the lectures on the line of railroad work in which they were engaged. In subsequent terms some of the more general matter was omitted from the lecture and practical phases of railroad work as they related to the Pennsylvania Railroad were substituted. This course of study, which enlarged the mental character and widened the scope of vision of the students, met with the hearty commendation and received the liberal support of the officers of the Company. It tended to revive the all-round railroad man, who through specialization was becoming obsolete, and to increase efficiency in railroad service. In 1907 the class as a separate educational factor was eliminated; its studies, however, were more or less embodied in those pursued by classes established as clubs.

There is another phase of the Department's work worth special mention—that of the Extension Committee, quiet in its administration and modest in its claims. The work is missionary in its character, and displays the railroad man in his altruism as developed by Young Men's Christian Association methods. The Committee garner and supply the necessary funds to enable the Department to join the Associations of Philadelphia in supporting a Secretary in Japan; to maintain a branch for Italian railroad men in Philadelphia; to aid in maintaining the Health Farm, for consumptive young men, at Denver, Colorado; to give aid to the State Committee in advancing Association work among the miners and lumbermen and in the smaller towns in Pennsylvania, and the International Committee in its work throughout North America. Although the Committee in the name of the Department has contributed liberally to these various objects, it has not drawn upon the Department's treasury for any money, excepting a small amount to assist in



JAMES McCREA,
President of the Pennsylvania Railroad Company, 1907 to date.

defraying the expenses of the Italian Branch. The necessary money has been principally contributed by Pennsylvania Railroad men individually. In one instance \$700 was collected, which was expended in erecting four tents on the Denver Health Farm. The Italian Branch was opened in 1904, at 5119 Lancaster Avenue, subsequently removed to 4916 Lancaster Avenue, and in it the task was undertaken of transforming foreigners ignorant of the English language into intelligent American citizens with a higher moral understanding of American institutions. The Branch was equipped with games, music, books and newspapers; was provided with a reading-room. The Department's committee system was adopted to carry on its work. In it were established educational classes in which the English language was taught and Bible study engaged in, and an Italian girls' sewing class supervised by the Ladies' Auxiliary. The beneficiaries of the Branch showed an eagerness to learn and so much progress in learning that most of them were soon able to improve their condition and position in the railroad service.

Mr. James McCrea, President of the Pennsylvania Railroad Company, well acquainted with and a close observer of the detail of all descriptions of work on the road and of all classes of men in the service, in a letter addressed to Col. John J. McCook of the International Committee at New York, and dated Philadelphia, April 20, 1908, said of the departmental work of the Young Men's Christian Association:

"The work carried on by the Railroad Department of the Young Men's Christian Association has now been developed to so general an extent that the Association can no longer be considered other than a permanent institution; in fact, the results accomplished have been so signally successful that these Branches are now rightly recognized as an important factor in general railroad work. I take much pleasure in acknowledging the many benefits which I believe the employes of the Company have derived through this agency, and extend my best wishes for the continued success of the good work."

The financial statement for 1908 which follows shows that the financial panic of 1907-08 did not retard the forward movement of the Department:

STATEMENT.

JANUARY 1 TO DECEMBER 31, 1908.

Dr.

To Balance on hand January 1, 1908.....	\$526.13
To Receipts as follows:	
Physical Work—Rentals and receipts from games....	\$2,792.92
Contributions—P. R. R. Co. current expense account	12,764.93
" P. R. R. Co. special for mortgage account.....	2,500.00
Contributions—Individuals and firms through Mr. Patton.....	3,375.00
Balance from 1907.....	2,000.00
Entertainment—Star Course and popular concerts..	5,681.00
Educational—Class fees.....	803.16
House—Refunds account of overcharges.....	236.68
Library—Book fines.....	79.29
Boys' Department—Seashore house and other sources.....	2,518.45
Miscellaneous—Refunds and other sales, etc. \$604.28	
" —Special fund.....	<u>2,513.07</u>
Music—Concerts.....	3,117.35
Advertising Monthly Bulletin.....	363.59
Membership dues.....	250.00
Religious Work—Sunday collections and missionary donations.....	4,632.74
Interest from Investments—G. B. Roberts fund.....	1,774.51
Social—Donations, etc.....	250.00
Refund on old fire insurance policy.....	27.10
New boat fund.....	150.00
	<u>473.71</u>
	<u>43,790.43</u>
	<u>\$44,316.56</u>
By Disbursements as follows:	
Physical Work—Salary Director, attendants, expenses.....	\$2,842.56
Building—Repairs and improvements.....	1,028.58
Entertainments—Star Course and popular concerts..	5,787.08
House—Salary engineer, janitors and expenses.....	3,059.13
Educational—Salary Director and Teachers.....	2,732.96
Boys' Dept.—Salary Director—Seashore house, etc.	3,347.92
Library—Salary of Librarian, purchase of books, etc.	1,432.27
Miscellaneous—Expenses.....	\$1,255.02
" —P. T. Division account.....	<u>2,513.07</u>
Music—Concerts.....	3,768.09
Printing and office supplies and Monthly Bulletin...	570.10
Payment account mortgage indebtedness.....	744.78
Postage and incidentals.....	2,500.00
Religious Work—Salary Director, Sunday music, missionary, etc.....	582.78
Socials and receptions.....	3,527.11
Salaries—Secretary and assistants, main building and annex.....	214.58
Interest on mortgage indebtedness.....	7,581.29
Mechanical Instruction—Instructor, etc.....	362.62
Renewal of fire insurance policy.....	19.50
	<u>145.69</u>
For improvements under contract.....	\$40,247.04
Balance to credit of operating expenses Dec. 31	2,825.04
" " " " New boat fund.....	770.77
	<u>473.71</u>
	<u>\$44,316.56</u>

On Monday evening, October 25, 1909, the meeting of the Committee of Management was held in the main building at 6 o'clock, followed by an All-Committeemen's Tea at 6.45. As such, this tea would not have required any more comment than many of its predecessors, two of which are held each year; but without the General Chairman's knowledge and with the hearty co-operation of the First Vice-Chairman, another programme had been arranged and the character of the event changed. Nearly two hundred active Committeemen paid tribute to the occasion by their presence, taxing to its utmost the dining-room equipment of the Woman's Auxiliary. Many officials of the Pennsylvania Railroad Company were present, including Messrs. W. Heyward Myers, General Manager; M. Riebenack, Comptroller; H. S. P. Nichols, Assistant General Counsel; H. P. Conner, Assistant Treasurer; R. L. Franklin, Freight Claim Agent; also Mr. H. E. Huff, General Manager, Adams Express Company; Judge Wm. H. Staake; Rev. Chas. R. Erdman, of Princeton Theological Seminary; Walter C. Douglas, General Secretary of the Philadelphia Association; H. O. Williams, International Secretary; J. B. Carruthers, State Secretary; and representatives from many other Associations on the Pennsylvania System.

In the early part of the evening a very beautiful floral tribute was sent to Mr. Patton's table with the compliments of Mr. and Mrs. M. Riebenack. The repast being finished, Mr. Patton rose to call the meeting to order, when Mr. Jefferson Justice, First Vice-Chairman, arose and said:

"MR CHAIRMAN:—I beg leave at this point to say a few words to the members of the Committee of Management, to the Committeemen and other friends of the Association here assembled.

"GENTLEMEN:—No doubt the schedule of proceedings prepared by the Chairman for use this evening is in many respects an admirable one, and under ordinary conditions no one would think of suggesting that it be changed. But this is *not* an ordinary occasion. On the contrary, it is a very important anniversary occasion, and it becomes my duty at this time, as First Vice-Chairman of the Committee of Management, to request the Chairman to remain seated and enjoy himself as best he may while another schedule, prepared by the Committee without his assistance, and which in many particulars is much better than his own, unfolds itself.

"This is a point in the life of our Association at which it may not be unprofitable for us to inquire very briefly what has been

accomplished in the decade which, with its now changeless record, has passed forever beyond our reach.

"A little illustrated card, prepared by the Membership Committee for distribution here this evening, tells the story in part.

"Carelessly regarded, it appears a very simple, natural thing for the conditions of 1899 to have developed in ten years into what we now see. I say, it would so *seem* to a superficial observer; but who does not know that growth, such as this, never comes about *naturally*. There always must be, as in this case, a large amount of self-denial, painstaking care, and old-fashioned hard work.

"This is obviously not the time to make note of the splendid work done by the General Secretary, the Chairmen of the several Committees and their able assistants.

"It is our purpose to inquire briefly under whose wise leadership the interests of this Association have been advanced to the point they now occupy.

"But the graphic story told by the pictures on that little card does not, by any means, complete the history.

"There is the matter of our unpaid obligations as they stood recorded in 1899. Our mortgage and floating indebtedness at that time aggregated the tidy sum of \$37,163. We cannot follow the lead of that statesman of national reputation who assured the country that 'a national debt was a national blessing,' and so we have rejoiced greatly as we saw this burden, under the persistent efforts of wise leadership, shrink from year to year, until now it is but \$9000. Meanwhile there has been secured for the several new departments the sum of \$36,745, making a total of about \$65,000 for liquidation and improvements.

"And this makes no note of many odd items of repair and betterment which were provided for by *someone* who loved the Association but failed to present a bill. And so it has been going on from year to year.

"The membership in 1899 was.....	1,411
It is now.....	1,981

"On all lines success. And the spiritual interests of the Association, dominant as they should ever be, have been maintained in the ascendancy.

"The story is necessarily incomplete, but it cannot be finished here. The proposition to do *something*, relatively small though it must needs be, to show appreciation of this labor of love

with its far-reaching results, has met with uniform, enthusiastic assent.

"Mr. Patton, on behalf of the Committee of Management, and the officers, I now have great pleasure in presenting to you this loving-cup, brimming with the affectionate regard of your fellows."

Mr. Patton, taken completely by surprise, then replied:

"MR. JUSTICE, FELLOW-MEMBERS, COMMITTEEMEN, FRIENDS—I must confess that I felt surprised when I listened, with you, to the opening portion of Mr. Justice's address, and that somewhat of an advantage was being taken of me, but now, at the close, I am overwhelmed by a sense of appreciation of your kindness and thoughtfulness. Mr. Justice's remarks were not upon the programme, and I had visions that the First Vice-Chairman was usurping power, or that an incipient strike was being organized; in fact, I did not know what sort of a demand might be made upon us before he finished. I soon found that I was wrong in these presumptions, and I then concluded that Mr. Justice's words pertained to the wonderful progress made by this Association in the last decade. That his remarks were to be specifically directed to my service as General Chairman has taken me quite unawares; in fact, it had not occurred to me until it was mentioned that I had had the honor of occupying this important position for a period of ten years. The time has rolled around so quickly, and so pleasant has been my work in connection with this Association and with the men who are active in it as committeemen and members, that it is hard to realize the rapidity with which the years pass by.

"I recall very well that when my worthy predecessor, Mr. Latta, who had done so much in founding and building up this Association, and to whom so much credit is due, decided on account of his retirement from the service of the Pennsylvania Railroad Company to resign as General Chairman of this Department, I was approached by one or two kind friends and asked whether I would be willing to assume the duties Mr. Latta had so well performed. Realizing the great responsibilities that devolved upon this office, and feeling that they might be better placed in other hands, I was impelled to decline, but my great chief, Mr. Cassatt, who has passed into the Beyond, came to me and asked me if I would not reconsider; to which I replied that

I would if he wanted me to, as I thoroughly believed in the work. I had been on the Committee of Management and the Advisory Committee, but perhaps, like some others, had not been very active; but when this call came in the manner in which it did I really felt that it would not only be a duty but a pleasure for me to take up the work and give it the best service that I could. I have never ceased to thank God that I was made to reach this decision, as my work during the past ten years in connection with this Department has been of the most pleasant character. As I have said to the Committee of Management on more than one occasion, when they have done me the honor to re-elect me to the position of General Chairman and put up with my infirmities and shortcomings, there is no honor that comes to me during the year that I prize so highly as that of being elected to the position which I occupy in this Association. It is a distinction that any man might well be proud of, and my only fear is my inability to do justice to the great responsibilities which accompany it. I desire to express my high sense of appreciation in having been permitted to occupy this office for a period of ten years, and to have been associated with such a class of men as we have in our Department, especially those identified with committee work. I think I am safe in saying that there is no better aggregation of men anywhere than those who so ably and unselfishly labor in the interests of this Association on its various committees; in fact, our success has, in my judgment, been largely attributable to the strong committees and committeemen with which we have been blessed, and to the efficient service rendered by Mr. Bartlett, Mr. Humphrey, Mr. Keeler, Professor Sims and our various other Secretaries, as well as those who have preceded them. We are fortunate, too, in having an Advisory Board, consisting of such men as Mr. Shortridge (the Chairman), Mr. McCrea, Mr. Pugh, Mr. Riebenack—who is here at my right—Mr. Barnes and Mr. Cuyler, to whom we can go at any time for the good advice which they are always ready to cheerfully give. The general affairs of the Association, as you know, are looked after by the Committee of Management, consisting of about thirty-five members, of which I think at least twenty-five are here tonight. This Committee meets quarterly, receiving reports from the various committees and disposing of such business as may come before it affecting the interests of the Department; so that the service of the General Chairman is not of so much moment after all—the splendid organization, embracing the Vice-Chairmen, Committee of Management, Secretaries, Committeemen, etc., being

quite capable of carrying it along, and in case of emergency Mr. H. O. Williams, of the International Committee, could be impressed into service.

"This Association movement is one of world-wide importance, and is bound to succeed and grow in strength, if for no other reason than that it has as its basis Christianity, love of God and love of our fellow-man. There are many phases of the work, appealing to all men, and those that are inclined athletically, or towards educational lines, religious service, or any other of the nobler activities of man can all find their wants amply provided for in this building and its branches.

"In conclusion, allow me to thank you sincerely for your kindness, for your cordial expressions, for the loyal support that you have given me during my administration of the affairs of this Association, and for this beautiful loving-cup, which shall always be kept and cherished by me as a most pleasant memento of this occasion as well as of the ten years' service which I have had the honor to give."

Mr. Justice, continuing to preside, then said:

"I think it safe to say that in every great organization, as in the case of every great man, you will find marked characteristics. Otherwise they would not be great; and I have been thinking what it is, what principles have been operated on in conducting the business of the Pennsylvania Railroad Company. It is not my purpose to explain this, as time would not permit, but I wish to call attention to one of the things that have characterized the Pennsylvania Railroad Company ever since I have had any knowledge of its operations. That is, that from its earliest history the Company has always been on the lookout for good things and alert to grasp them and utilize them, and that explains why the Pennsylvania Railroad Company caught hold of the Young Men's Christian Association with both hands about the time it begun to show its head above the horizon. It is that characteristic that made the Company great, and it has helped to make the Young Men's Christian Association great. It acts and reacts, as it should.

"We have with us this evening the General Manager of the Pennsylvania Railroad Company, who kindly consented to come and help us out. Without any hesitation he gave countenance to

what I told him in English words was a little 'game' we were setting up on the General Chairman of this Association."

Mr. Myers replied and, among other things, said:

"I hope Mr. Patton will permit me to add the expression of my appreciation to that which has been symbolized by the presentation of this cup to him, and I hope he may continue to prosper and serve this Association for many years to come."

Mr. Justice remarked that this meeting would not be complete without a few words from a representative of the Advisory Committee, and the head of the Accounting Department of the Pennsylvania Railroad Company, Mr. M. Riebenack, was then called upon:

"Mr. Cassatt was a far-sighted man and a great President of the Pennsylvania Railroad Company. When he selected Mr. Patton to take the General Chairmanship of this Association he knew his man thoroughly. Human life is subject to many changes. It has its joys, its pleasures, its sorrows, its disappointments. Briefly we may summarize it as follows: Man is born and baptised; is mated and married; dies and is buried. These three are the great epochs in a man's life, and between the first and last, blessed is the man who can conscientiously say in his own heart that he has done his duty. I am sure this is the reward that Mr. Patton can look forward to, and I am also sure that I voice the sentiment of all you gentlemen. I wish he may have long life and happiness and success in the years to come."

Mr. W. C. Douglas, who spoke on behalf of the Board of Directors:

"We admire him on the Board of Directors for his ability, we honor him for his absolute integrity of character and purity of motive, we love him more than a thousand loving cups or a thousand banquet speeches could half tell."

Mr. H. O. Williams, International Secretary:

"I want to say that you appreciate the great work of Mr. Patton, and he deserves well that you do. He has also served us as well with his advise and counsel, and in every way that he possibly could."

Mr. Williams also expressed the hope that Mr. Patton would be spared for many years to come, to continue in his work, and extended him the best wishes of the International Committee.

The work and its scope for the year 1909 is well told of in the statistics and committee reports for the year presented to the Committee of Management January 20, 1910. The abstracts which follow below when compared with the reports in the earlier pages of this book will show the advancement which has been made:

REPORT OF THE GENERAL CHAIRMAN.

TO MEMBERS AND FRIENDS:—I beg to submit, for the information of the members and friends of the P. R. R. Department Y. M. C. A. of Philadelphia, abstracts from the reports of the various committees presented at the January meeting of the Committee of Management, which show the most satisfactory progress of the work in all its branches during the year 1909.

A glance at the following summary indicates very clearly the activities of our Association. Great credit is due to the Chairmen of the various committees and the three hundred and fifty-five active committeeen for the keen interest and self-sacrificing devotion they have shown to the work, and the same tribute can properly be paid to our splendid staff of secretaries and employes. Our work was never better organized nor our Association better equipped for performing the duties devolving upon us than at present, and we are looking forward to making 1910 the best year in our history.

The Association lost by death during the past year two of its Vice-Chairmen—Mr. Roger Hendley, Third Vice-Chairman, who died January 27, 1909, and Capt. C. G. Cadwallader, First Vice-Chairman, who died April 6, 1909—both of whom have been connected with the Association for many years and had rendered most valuable service. Mr. Jefferson Justice was elected First Vice-Chairman, to take the place of Captain Cadwallader, Mr. George H. Grone, Second Vice-Chairman, and Mr. H. E. Huff, Third Vice-Chairman. The vacancies in the Committee of Management were filled by the selection of Mr. W. Heyward Myers and Mr. J. G. Rodgers. Mr. J. C. Mengel was also appointed to succeed Mr. T. M. French on the Committee of Management, Mr. French's retirement being made necessary by his removal from the city.

The Association has lost by resignation the services of Dr. Arthur Holmes, who had been Educational and Religious Work Director for several years past, and who has accepted a position tendered him by the University of Pennsylvania. Dr. Holmes' retirement necessitated the reorganization of the secretarial staff, which was accomplished by the promotion of Mr. Rubens Humphrey to the position of Director of Activities and Mr. J. Frank Keeler to the position of Secretary, Main Building.

W. A. PATTON,

General Chairman.

FINANCIAL STATEMENT

For year ending December 31, 1909.

	Receipts.	Disbursements.
Balance on hand, January 1, 1909	\$780.81	
Athletic—Physical work.....	2,818.95	\$2,955.17
Repairs to building.....		356.44
Contributions—Current expenses..	18,283.00	
Contributions—Mortgage.....	2,500.00	2,500.00
Entertainments and lectures.....	5,454.30	5,781.48
House—Heat, light and service....	225.88	3,131.55
Educational work.....	596.20	2,302.17
Boys' Department and seashore house.....	2,288.97	3,176.74
Library.....	186.33	1,476.21
Literary.....		20.34
Music—Instruction, etc.....	71.90	275.35
Membership.....	4,652.06	
Miscellaneous.....	229.64	1,127.49
Printing and office supplies, and Bulletin.....	300.00	694.65
Postage and incidentals.....		659.26
Religious work, Bible study exten- sion.....	1,694.81	3,431.98
Socials and receptions.....	17.20	265.65
Salaries—Main building.....		6,069.00
Salaries—Annex Department.....		1,800.00
Interest on mortgage.....		296.04
Interest from investments.....	309.22	
Mechanical instruction.....		36.00
New boat fund and account.....	1,430.51	1,430.51
Amount appropriated for working expenses during early months of 1910.....		2,500.00
Balance on hand, December 31, 1909.....		1,553.75
	<hr/>	<hr/>
	\$41,839.78	\$41,839.78

H. P. CONNER,
Treasurer.

SUMMARY OF STATISTICS

For the year 1909.

Religious.

	Sessions.	Attendance.
Meetings.....	147	15,665
Bible classes.....	218	3,208
 Total.....	 365	 18,873

(Twelve Bible classes per week—enrollment, 504.)

Educational.

Classes.....	488	4,053
Clubs.....	118	1,977
Lectures.....	7	4,165
 Total.....	 613	 10,195

(Sixteen different classes—enrollment, 321.)

Physical.

Main building.....	369	9,055
Annex.....	75	882
Athletic field.....	236	17,995
 Total.....	 680	 27,932

Social.

Receptions, teas, socials, etc.....	94	10,260
Entertainments.....	86	60,635
 Total.....	 180	 70,895
 Totals.....	 1,838	 127,895

Visitation of sick.....	546
New Year's Day reception, 1909.....	3,457
Books drawn from library.....	21,319

ATTENDANCE.

Religious services and classes.....	18,873
Entertainments and lectures.....	60,592
Gymnasium classes.....	9,717
Social gatherings.....	10,260
Athletic field.....	17,995
Annex.....	89,290
Main building.....	134,967
Seashore house (summer months).....	2,745
 Grand total.....	 344,439

Membership on roll, Seniors and Intermediates.....	1,734
Membership on roll, Juniors.....	193
Deaths.....	9
Removals from city or transferred to other divisions.....	66
Left service.....	164
Resignations, etc.....	172
 <i>Total</i>	 2,338

ABSTRACTS FROM REPORTS OF COMMITTEE CHAIRMEN.

ATHLETIC COMMITTEE.

The gymnasium classes at the main building and annex which closed last spring were probably the best we had had up to that time, the attendance being maintained practically intact up to the end of the season. The classes during the fall and winter months, which are still in progress, have shown even better enrollments, and we believe that many of our members are deriving great physical benefit through this medium.

The various games, such as pool, shuffleboard, bowling, shooting-gallery, etc., have as heretofore been liberally patronized by the membership, except that the pool at the annex has not been quite as much used as in previous years. This is probably due to the fact that the tables are no longer a novelty and that we are now down to a permanent basis of patronage.

The outdoor work at the athletic field during the spring, summer and fall months has been of a very encouraging nature, particularly in baseball, although proper emphasis should be laid upon the development of tennis and track and field sports, interest in the latter having been considerably increased by reason of our active participation in the affairs of the Athletic League of North America, which is the amateur league of the Y. M. C. A.'s. A soccer football team was also maintained, in spite of the fact that we lost our membership in the Cricket Club League.

The principal improvements made to the Committee's equipment during the year were:

First.—A new open stand on the athletic field, 100 feet long, to take the place of the old 200 feet stand, which was in bad repair. It was decided by the Committee that the old stand was larger than was needed for our purposes; therefore the reduction in the length of the new stand.

Second.—Improved and substantial backstops for the tennis courts, which have been much appreciated.

Third.—New maple floor on gymnasium, main building.

The facilities in the buildings as well as on the grounds have been maintained in a high state of efficiency.

This Committee desires to call special attention to the marked success which has attended the policy adopted several years ago, and which was pushed very vigorously during 1909, namely, the organization of leagues composed of teams representing various departments in the service, the purpose being to encourage the use of our facilities by the general membership to as great an extent as possible. Notable success was obtained with the General Office Baseball League, consisting of twelve teams, in connection with which Mr. M. Riebenack, Comptroller, P. R. R., offered a silver cup as a memorial to his son, M. Riebenack, Jr. This cup was won by the team representing the Auditor of Merchandise Freight Receipts, and the final contests made necessary by the tie which existed between this team and the Purchasing Department were attended by large and enthusiastic crowds, fully taxing the capacity of our grounds. The presentation of the cup by Mr. Riebenack at the main building on Monday evening, October 18, was also largely attended.

The departmental idea has also been developed in connection with the Night Men's Baseball League and the General Office Bowling League and the General Office Basket-Ball League, all of which are in a thriving condition, so that your Committee feels that this policy has already been fully justified by results, and that the friendly contests which are encouraged by these leagues cannot fail to be of great benefit to our members as well as to the interest of the Association.

J. N. PURVIANCE,
Chairman.

BUILDING COMMITTEE.

First.—Repairs were made to the ceiling of the library occasioned by the falling of the chimney during the storm of February 10. The old ceiling was removed and large skylights were placed in the roof, which give additional light to the room.

Second.—The seats in the gallery of the auditorium have been elevated to permit a good view of the stage. Formerly these seats were practically useless.

Third.—The moving-picture booth in the auditorium was extended to make room for a spot-light.

Fourth.—A coal vault was constructed under the pavement on the Forty-first Street side. This permits the keeping of a large supply of coal on hand, which it was not possible to do before the vault was constructed.

Fifth.—The old toilet-rooms in the basement have been entirely remodeled, and all the wooden flooring and fixtures were removed and cement floors with modern sanitary plumbing and drainage have been installed.

Sixth.—Wire screens have been placed in two area windows on the Forty-first Street side to protect the glass, and also a grating was put over one areaway to prevent any possible accident.

Seventh.—A small dark room has been built at the end of the lecture-room for the development of prints, etc.

Eighth.—The rear entrance to the auditorium has been repaired and painted. The senior locker-room entrance to the bowling alleys and the old kitchen have been painted, and the engine and boiler rooms have been whitewashed.

JOSEPH T. RICHARDS,
Chairman.

BIBLE STUDY DEPARTMENT.

The Bible study classes are responsible for producing more men whose minds have been quickened to active Association work than any other one means.

It is on the study of the Bible and prayer that the Association is built. The lasting and earnest work of the Association depends largely on the organization, efficiency and helpfulness of the Bible study classes.

Bible study has been successfully carried on in the main building, shops, by correspondence, and at the seashore house. Over 504 different men and boys were enrolled in the various classes—many more attending not enrolled. There was a total attendance of 3208 for all classes held.

E. Y. JEFFERIS,
Chairman.

EXTENSION WORK COMMITTEE.

The Extension Work Committee has been following out policies of former years, and has helped maintain the work for consumptives at the Denver Health Farms and the work among Japanese young men at Osaka and Kobe, Japan.

Subscriptions and receipts from candy sold have about met our pledges to the International Committee.

A very interesting missionary meeting was held on Sunday afternoon, November 21, at which time Dr. Charles R. Watson, formerly a missionary to Arabia, gave a stirring address.

JNO. M. DORAN,
Chairman.

ENTERTAINMENT COMMITTEE.

Our Entertainment Committee begs to report a successful year, especially in the earlier part of the season. The receipts for the year were \$5454.34, while the expenses were \$5781.48, making a balance of expenses over receipts of \$327.18, or \$72.82 less than our annual appropriation. We feel reasonably certain that the balance would have been on the other side of the account but for the opening of the William Penn Theatre on Lancaster Avenue, in the early fall, which has materially affected the attendance at our motion-picture entertainments, making it necessary to abandon the Tuesday night concerts entirely; also decreasing attendance on Saturday night, though the latter still remains fairly good.

It was also decided by the Committee to institute a lecture course in an effort to establish an interest in that form of entertainment, and we were highly encouraged with the results, as there was an average attendance of about three hundred at each of the seven lectures given.

CHARLES C. KINNEY,
Chairman.

FINANCE COMMITTEE.

During the year 1909, and as Chairman of the Finance Committee, I have approved nine hundred and seventy-nine (979) vouchers, after having examined carefully all original bills and accounts. I take much pleasure in noting that the budget presented to the Committee of Management last year was ample to cover the needs of the work, and that at the close of the year the total of the budget was exceeded by less than \$200.

J. K. RYNIER,
Chairman.

GROUNDS COMMITTEE.

The Grounds Committee begs to report that nothing unusual occurred during the year 1909 so far as the work covered by it is concerned.

The outlook for 1910 is very promising, as the new fence along the railroad, for which we have been working for some time, has at last been authorized and will be erected at an early date.

F. W. SMITH, JR.,
Chairman.

[The Chairman of the Grounds Committee was very modest in presenting the above brief report, and it is only fair to add that the exceedingly well-kept lawn and the display of beautiful flowers and shrubbery was made possible only because of Mr. Smith's close attention and deep interest in this part of the work.]

HOUSE COMMITTEE.

We have been constantly following up minor repairs to the equipment, and as a result our building is in good physical condition. The addition of the new coal vault under the pavement has made the cleaning work a much easier task, as we find there is not nearly so much coal dust spreading through the building. We hear many very favorable comments on the new toilet-room equipment for the gymnasium, as well as the one for our visiting friends. The Intermediates have been allowed the use of one of the class rooms on the main floor for club-room purposes, which has been the means of keeping in our building a number of these young fellows who are hard to reach. The installation of the dark room for our camera enthusiasts was a valuable addition to our main-building privileges and is now quite complete in its make-up.

During the year we lost by resignation Walter Foster, who has been with us for a number of years, and who resigned to accept an offer to become Secretary of the Colored Branch of the Montclair (N. J.) Y. M. C. A.

GEORGE H. GRONE,
Chairman.

EDUCATIONAL COMMITTEE.

The Educational Classes and Clubs during the year ending December 31 were maintained as heretofore. Very little change in schedule, teachers, class fees, hours of instruction, or subjects taught over the preceding year.

Classes in arithmetic, bookkeeping, English, spelling, mechanical drawing, elementary and advanced stenography, telegraphy, penmanship and special accounting all show an increased enrollment in the fall term of 1909 over the same period of 1908.

The policy of this department has been to train the untrained, to develop skill in the unskilled, and to increase the efficiency of the young men generally. It is indeed a satisfaction to know that so many of our young men now occupying positions of importance with the Company owe their advancement to the instruction received in the educational classes of the Association.

Number of different students enrolled for the year, 321; number of sessions held in classes and clubs, 613. Total attendance, 10,195.

MONTGOMERY SMITH,
Chairman.

JUNIOR DEPARTMENT.

Work at Main Building.

Membership, 193, an increase of 36 over 1908.

Attendance at rooms, 9760, an increase of 2052 over 1908.

Attendance at services, 1479, an increase of 271 over 1908.

Attendance at Bible classes, 734, an increase of 344 over 1908.

Attendance at socials and entertainments, 3029, a decrease of 2041 from 1908.

Attendance at gymnasium classes, 2864, an increase of 497 over 1908.

Attendance at athletic grounds, 3420, the same as last year.

Attendance at educational classes, 138, an increase of 90 over 1908.

The same general plans relating to the detail work of the department have been followed as in previous years, and from the above figures it will be apparent that there is no cessation of interest on the part of the "Freshmen" of the Association. It is proper that acknowledgment should be made of the efficient services rendered by the Boys' Work Director, T. Curtis Essick, which largely contributed to the satisfactory results shown.

Seashore House.

Number registered, 312, an increase of 32 over 1908.

Attendance for season, 2745.

In the statement submitted at the meeting of the Committee of Management in October last the following report of operations was given for the 1909 season, and are included here as a matter of record for the report of the year:

RECEIPTS.	
From members.....	\$1,374.20
From contributions.....	800.00
	—————
	\$2,174.20

EXPENSES.	
By Commissary.....	\$1,772.76
By house operation—light, heat, repairs, etc.	161.15
By repairs to dormer windows.....	119.00
By concreting, piling and new sidewalks.....	57.15
	—————
	2,110.06
Leaving a balance in hand.....	\$64.14

The addition of the sloop *Pennsy* to the boat equipment has aroused much interest and has been of great use in the summer's work. Aside from the actual need which existed for a boat of this character, there is abundant evidence of its value as a means of further tying the members generally to the work of the Association at a time when activities are temporarily suspended at the main building. Its total cost was \$1430.51, and through the efforts of Juniors, ex-Junior, Seniors and friends, subscriptions from twenty-five cents to fifty dollars, aggregating over one thousand in number and \$1230 in amount, were secured to defray this expense, the Committee of Management having contributed \$200 towards that end.

Your Committee takes this occasion to again record its appreciation of the hearty response made by all those who have made this result possible.

O. J. DE ROUSSE,
Chairman.

LIBRARY COMMITTEE.

Number of books in library, December 31, 1908.....	9,707
Number of books lost or destroyed during year 1909.....	656
Number of books added by purchase during year 1909.....	237
Number of books added by donation during year 1909.....	305
	—————
	542
	—————
	114
Number of books in library, January 1, 1910.....	9,593
These 9593 volumes are divided as follows:	
Main building.....	8,805
Annex.....	356
Seashore house.....	432

During the past year 21,319 books were issued—207 less than in 1908.

Many of the books were damaged beyond repair when the chimney on the main building was blown over, practically demolishing the library, and for a period of about six weeks we were able to use the room but little. This accounts for the decrease in circulation. In order to replace the books thus destroyed your Committee, under date of March 1, issued a circular letter, soliciting contributions of books or the cash equivalent, and in response thereto we received cash contributions totaling \$128.50, in addition to a considerable number of books. When the repairs to the library were being made, it was found that by raising the ceiling and placing a skylight therein it would afford much more light and ventilation. The bookcases have been rearranged, and this, with the above-mentioned changes, has made the library a far more attractive room.

WILLIAM HAMMERSLEY,
Chairman.

MUSIC COMMITTEE.

The several musical organizations working under this Committee started at the beginning of last year to do a larger work than heretofore, and in some ways they have accomplished their ends.

The past year has shown the possibilities of a first-class band. The P. R. R. Band has gained an enviable reputation among the musical organizations of the city, having practiced every Tuesday night in the year, even during the hot weather.

The Choral Society has been reorganized and now numbers sixty, and will produce the opera "Mikado" in the spring.

A banjo club and orchestra also were maintained during the year.

The opening of a new year brings new and larger opportunities to the Association to reach railroad men, and this Committee believes that the more music in the building, the more attractive it becomes.

R. J. McCORMACK,
Chairman.

MEMBERSHIP COMMITTEE—EASTERN DISTRICT.

The records show that on January 1, 1909, the membership stood at 1756, divided into four classes: Senior 1351, Intermediate 136, Juniors 169, Woman's Auxiliary 90. One year later, on January 1, 1910, we have 1927 in the membership, with 1495 Seniors, 149 Intermediates, 193 Juniors, 90 Woman's Auxiliary; the greatest

gain being in the Senior Class, which advanced 134 over the same period last year. The Sub-Chairman of the Eastern District made a systematic effort during the months of October and November and secured many renewals and new members. A number of our members from Broad Street Station having been removed to the Fourth Street offices caused them to drop their membership.

The prospects are much brighter and better this year than at the same period last season, and it is the hope and desire of this Committee to see the membership at 2500 by January 1, 1911.

J. A. KEESBERRY,
Chairman.

MEMBERSHIP COMMITTEE—WESTERN DISTRICT.

It has become more and more a problem as to the best manner in which to approach the large number of men located in the shops, yards and roundhouses for membership in the Association, as so many of these men now live at a distance from the main building and are debarred from entering into the enjoyment of the privileges offered.

The Sub-Chairmen have been doing a very good work, and by following up renewals and looking out for new members the interest has been maintained.

The variety of privileges offered by the Association are greatly appreciated by the men who can use them, and it is a common expression to hear it stated "The Y. M. C. A. ticket is worth double what it cost."

The night men have taken hold of the membership idea, and during the past year many of them have become active in the work.

H. L. PALMER,
Chairman.

In addition to the 1927 members reported as now holding tickets, our Membership Secretary reports that 411 men left service, were transferred to other localities, or on account of death or for other reasons failed to renew, making a total of 2338 individuals who were members of the Association during the year ending December 31, 1909.

MECHANICAL INSTRUCTION COMMITTEE.

During the spring months of 1909 the Mechanical Instruction Committee arranged with an instructor for class instruction in air-brakes. Classes were held for both day and night men. Twenty-

two sessions were held, with a total attendance of 335. The Committee is arranging for a similar series of lectures this year.

H. M. HINKLE,
Chairman.

RELIGIOUS MEETINGS COMMITTEE.

During the year just past there were held 146 religious meetings, with a total attendance of 15,665. The religious meetings held have been arranged for as follows:

- First.*—Main Building.
- Second.*—Shops.
- Third.*—Seashore House.
- Fourth.*—Annex.

This Committee was very fortunate in again securing the partial services of Rev. Charles R. Erdman, of Princeton Theological Seminary, as the Sunday afternoon speaker for the entire season. Thus Mr. Erdman commenced his sixteenth consecutive season of valuable work for the railroad men and their families.

The meetings in the West Philadelphia shops, Park shops, and Forty-sixth Street roundhouse have been greatly appreciated by the men, and the men themselves have entered heartily into the work.

This Committee, believing in the preaching of the Good News to the men, earnestly look forward to greater results this coming year.

D. W. FREAS,
Chairman.

SOCIAL COMMITTEE.

Today, as for many years back, the Social Committee is showing that fellowship is a power for good among our men. Personal interest in every member, plus the hearty welcome and handshake, has produced a social atmosphere in the building which has been productive of great good.

The Social Committee has been called upon to arrange for and help in all departments of the work, assisting in all receptions, suppers, festivals, club meetings, socials and Committeemen's teas that have been given. Altogether there have been held some ninety-four such gatherings, with a total attendance, including New Year's Day, 1909, of 10,260.

The greatest work of this Committee cannot be put in a report, as it is the silent influence of sociability which is maintained throughout the year.

S. D. MANSFIELD, JR.,
Chairman.

SICK VISITATION COMMITTEE.

Your Chairman on Sick Visitation offers the following report of the work done during the year 1909:

Sick visits made 546

Your Committee feels a good work has been done in the homes and hospitals through prayer and the reading of Scriptures and donations of fruit and flowers, that brought cheer to our fellows and drove away the sorrowful moments and filled their hearts with sunshine. Your Committee hopes that they may be able to widen the field by adding some Committeemen's names for the outside districts that are not fully covered by the Committee as it should be—owing to the great distance some of our railroad men reside—and we feel if we are successful in the matter a much greater work can be accomplished.

T. B. ESSICK,
Chairman.

REPORT OF WOMAN'S AUXILIARY.

During the past year the Auxiliary has made sixty-seven calls on the sick, and has sent fruit and flowers to many. The Sunday afternoon services were not forgotten, and the pulpit always decorated with a bouquet of flowers.

The number served at the several suppers and socials was 1382, in addition to special work in the Boys' Department not included in these figures. A large rug was contributed for the use of the library, etc.

Amount of cash received during the year	\$160.19
Expenses	120.52
Balance on hand.....	\$39.67

MRS. FRANK FARRELL,
President.

MRS. A. M. MEADE.
Secretary.

Out of the meeting composed of five railroad men held in Christ Methodist Episcopal Church, West Philadelphia, on November 11, 1886, and convened for the purpose of considering the formation of a Pennsylvania Railroad Department of the Young Men's Christian Association, has grown this great Department, which in 1909 with its 2338 members was engaged actively in the directions indicated by the preceding reports. Of the 2338 members 100 are employes of the Adams Express Company located in Philadelphia. That Company moved along the same general lines as the Pennsylvania Railroad Company in upholding and encouraging the movement. Its officers and men have taken an active part in all the activities of the Department, and have served with earnestness and zeal on its Committee of Management and on the various Committees conducting its operations. Some of the figures culled from the reports for 1909 compared with similar ones from earlier reports show in the following comparative table the progress the Department has made:

COMPARATIVE TABLE.

YEAR	1891	1894	1899	1909
Number of members.....	171	1,587	1,735	2,338
Total attendance.....	21,302	60,889	154,867	344,439
Receipts.....		\$14,984.32	\$34,030.82	\$41,839.78
Expenditures.....		\$14,752.58	\$33,594.77	\$40,286.03
Books in library.....	600	1,844	7,485	9,593
Library circulation.....	1,034	4,800	10,007	21,319

The reason for the Department's existence and perpetuation is that it is engaged in the business of training for physical endurance and efficiency, educating for business advancement, making individual members of society clean, conscientious and Christian, arresting moral decay and staying the waste of dissipation. The foregoing pages bear testimony to the value of Young Men's Christian Association methods to the lives and training of railroad men as an industrial group. They show the progress that has been made in the physical, intellectual and moral characteristics of those composing the group, and the encouragement and financial aid given to the movement by the Pennsylvania Railroad Company, its Presidents, Board of Directors, general officers and heads of departments. The effect of the efforts as outlined have produced a superior force of men engaged in the business of transportation,

whose influence on the betterment of society has spread far and wide, effecting an uplift to the community, the service, the home and the church. The good done by the Department is fully recognized, not only by its members and the railroad management, but by the public. The men realize that they have attained a higher standard of manhood; the railroad company that it is receiving more conscientious and efficient service; and the community that its moral tone has been added to and its general prosperity advanced. The work is no longer an experiment, it is a success. It is very broad in its scope and reaches all classes of railroad men, from those in the highest positions to those occupying the most humble places. Entirely non-sectarian, it reaches all, regardless of religious belief. Its most notable feature is the mutual way in which capital and labor, employer and employe, co-operate in their efforts to produce closer relations, and by common sympathy to promote the welfare of each other and be better able to protect the properties with which they are entrusted. In fact, it provides the ground upon which capital and labor meet in unity of purpose and their representatives fraternize in equality. By reason of this, the men are better men and the lives and property of the patrons of the Company safer, and the managing officials of the road have become broader and more sympathetic in their relations with the men, while the investors in the railroad property have been made more secure in their investments.

The Department has created a class of railroad men of constructive aspirations, whose progressiveness is shown in their works. Its combination of mental and physical activities with spiritual experiences has made men, who daily encounter the storm and stress of life, nobler in their lives and has furnished to one another of them inspiration to higher ideals and more helpful conduct.

In the progress of the Department with all the consequent benefits accruing to the employes of the railroad and the indirect benefits accruing to society, the fact must not be overlooked that the managers of the railroad, as special instruments of Providence, were important, if not indispensable, factors. With their means, their sympathies, their words of encouragement and their firm belief that the movement was truly altruistic, they never faltered in aiding its advancement. These pages further unfold that the corporation was the greatest human factor in furthering and sustaining the movement. The fact cannot be successfully denied that without that aid and encouragement, the result of a broad, generous

policy, the great progress that has been made could not have been. Ever since Christ, in the matter of the tribute money, demonstrated that patriotism and religion were not antagonistic sentiments, the two have moved along, in the progress of the world, hand in hand. This is nowhere more strongly marked than in the relations held by the Pennsylvania Railroad Company to this Department. One prominent feature in the life of the great corporation, rarely dwelt upon, is its high standard of patriotism. In war or peace, in charity and philanthropy, it has stood in the forefront; when the life of the nation was imperilled, it was its executive board and officers and employes that gave without hesitation the strongest of support to the Government. This was given unstintingly. On many occasions during the Civil War, the prompt and active aid it gave the Government at crucial moments saved disaster. There never was a dark day in the history of that bloody period when that unmatched leader, Thomas A. Scott, then Vice-President of the Company, was not called upon to aid the executive and military officers of the Government by his advice, counsel and active assistance. When money was needed, the Board of Directors of the Pennsylvania Railroad Company did not hesitate in advancing it. When the Sanitary and Christian Commissions needed financial aid, a liberal appropriation was made from its coffers. When the question of providing for the orphan children of Union soldiers became an absorbing one in the Commonwealth of Pennsylvania, it made an appropriation towards the funds necessary to establish the Soldiers' Orphans Schools. So throughout the whole history of the corporation evidence can be found of the fact that this patriotism ran along both governmental and religious lines. It is, therefore, no subject for wonder when the deep and substantial interest taken by the corporation in the departments of the Young Men's Christian Association located along its lines is noted. Along the various railroad lines in the United States such departments are to be found well distributed, so that the greatest number of railroad men can be benefited by them. Within the territory covered by the Pennsylvania Railroad System Departments are established at Fifty-fifth and Fifty-ninth Streets, Chicago, Ill.; Fort Wayne and Logansport, Ind.; Baltimore, Md.; St. Louis, Mo.; Camden, Jersey City, Trenton and South Amboy, N. J.; Elmira and Long Island City, N. Y., with provision for establishing one in the New York City Terminal; Columbus, Ohio; Altoona, Bellwood, Columbia, Conemaugh, Conway, Derry Station, Enola, Harrisburg, Juniata, Philadelphia, Pittsburgh,

Pitcairn, Allegheny City, Pottsville, Renovo, Sunbury, Tyrone and Youngwood, Pa., and Washington, D. C. Although the one at Philadelphia is the largest and most advanced in its activities, yet all are being conducted with the same earnestness and zeal, all receive the same encouragement from the Pennsylvania Railroad Company and all are reaping relatively the same harvest.

There are good and cogent reasons why that large class of people who pursue their daily occupation upon the great transportation lines should be specially susceptible to the influence of the Holy Spirit, and, in obedience to that Spirit, bear testimony to the saving power of Jesus Christ. They are men whose occupation draws them close together in their daily lives and permits them to move in sustaining bodies upon the battlements of sin. As a class, the men engaged upon railroads are largely professing Christians, attentive to their church duties, and thankful and glad to be able to use the organization of the Young Men's Christian Association in their efforts to assist the weak and weary to tread the road which leads to happiness, peace and love. The reasons why railroad men are particularly susceptible to spiritual influences are readily discernible. The few bands of God-fearing men who, a century or two ago, braving the dangers of the ocean, the terrors of the wilderness, and landing upon the western continent planted Christianity there, bore wonderful seed, as is evidenced by the crop of mighty communities, extending from ocean to ocean, working for man's peace of soul and the glory of God. The result of Christian endeavor and sacrifice which emanated from that beginning has been the creation of a field of Christianity co-existent with the lines of railroad which traverse the continent from east to west and from north to south. As that field is scanned, and a view taken of its wonderful cultivation, the fact impresses itself that the Almighty God put it into the minds of men to build the railroad and then use it for the spread of the Gospel of Christ. The missionary went along with railroad construction. Every resting place of the road, every station established, was seized upon and claimed as a mission field by some one or more of the divisions of the Church, the Cross of Christ erected its head, and the jurisdiction of the Kingdom of Heaven acknowledged. Therefore, it is not any wonder that men who daily, hourly, come in personal contact with that ever-spreading stream of light should be more or less favorably affected by it. It is a source of great satisfaction, to all those interested in the world's progress that men with such environments and under such influences, are

pushing to the front as successful recruiting sergeants for the armies of the Lord. Until of recent years the Christian public did not look to railroad companies and their employes as special sources for recruiting in that direction, and it was not until the Young Men's Christian Association was accepted as the medium for organization and advancement did it become generally known that such a potent power existed. The name and supervision of that Association soon produced a wide-spread co-operation, so that today the greatest missionary movement is along railroad lines, conducted, fostered and sustained by railroad men and companies. This movement is not confined to aiding railroad employes in leading better lives, but its benefits are distributed far and wide in the communities wherein the Departments are located. The members of the Railroad Department know that it is not a church, neither a club, but they look upon it as a home where there is an abundance of welcome, and where the body, soul and spirit may be refreshed; where cleanliness may be maintained, where friendly greetings may be exchanged, encouragement met with, and the religious element predominates. Comfort, entertainment, education, music, athletic sports—all are elements deemed worthy of attention in producing results, but their pursuit is ever kept subordinate to the spiritual demands. Their colors—red, white, green—mean something to them. In railroad parlance, red signifies danger; white, safety; and green, caution; but to their spiritual understanding red is the symbol of love, white of purity, and green of immortality. With those colors emblazoned on their banners and their meanings engraven upon their hearts they move forward to success.

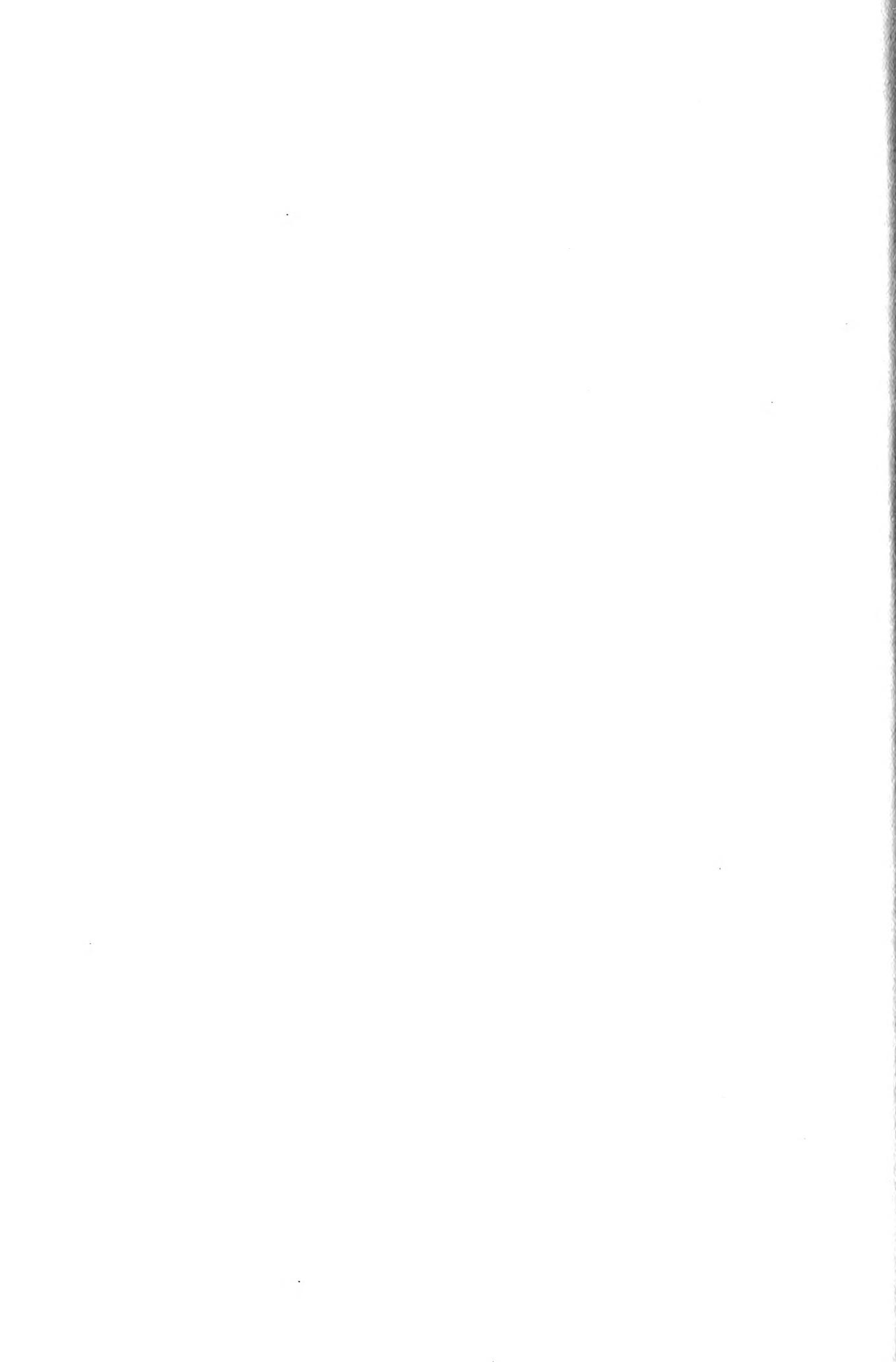
The management of the Philadelphia Department, knowing that idleness gives the greatest temptation and encouragement towards leading an unholy life, and recognizing that it is necessary to be a worker to more fully grasp God's plan for man, considered that it was not best to wait until a man made an open profession of Christianity, but provided work for him in advance which involved thought for others and some sacrifice of self and set him at its accomplishment. The varied phases of the work were divided among many committees, each with a large membership and each committee-man furnished something to do. The result of this plan has been astonishing. The Sunday afternoon services alone attracted large bodies of railroad men, and, although the auditorium in which they were held was capable of seating over 1200 people, there were times when men had to be turned away for want of room to accommodate

them. Churches located within a mile of the main building were quickened into a new life, and the moral tone of the community was raised in all directions. The home, the shop, the factory, the school felt the impulse, and the clergy of both the Protestant and Catholic churches bore testimony to its influence.

Twenty per cent. of the Pennsylvania Railroad employes in the city of Philadelphia are enrolled as active members of the Department; the significance of that fact is made forcible when another fact is considered, that out of the many thousands engaged in other lines of business and in the learned professions in the city, only five per cent. are organized in religious work. The railroad men who have been or are connected with and actively engaged in the work of the Department have all become better men at their work, better men in their churches, better men in their homes and better members of the community. Drunkenness is an unknown vice with them. Pay-day comes and pay-day goes without bringing in its wake annoying absenteeism; grocers and landlords, butchers and bakers do not have to lay in waiting to collect their due. The dress and the address of the men have changed—they have grown broader, more manly, and their labor has become more valuable to their employer. In noting the moral and spiritual progress of these men, it seems almost wrong to speak of the Department's work as paying in a financial way, but as a matter of fact it does. The higher moral tone the men have reached has made the product of their labor ten per cent. greater than before, caused their steadier employment and produced consequent greater returns in the aggregate of their pay. With lessened wants and steadier pay, the love of Christ in their hearts, the fireside brightened with love's warmest glow, they possess today a large meed of happiness and content and serve their employer with unswerving fidelity.

Seventy years ago the railroad man was a rough pioneer, subjugating the mountain fastnesses, the precipice, the stream, by the force of his native adaptability; today, by reason of the educational methods of the Young Men's Christian Association, he has advanced in knowledge, refinement and gentleness; is well up in the sciences and arts; braced to encounter the rough, as he is fitted to meet the polite, elements of life, in all essentials an honor to his profession, which stands abreast of the older ones, and his footsteps are either moving with, or being directed toward, the Church of Christ.

WILLIAM BENDER WILSON.





COL. WILLIAM BENDER WILSON.

AN APPRECIATION.

Col. William Bender Wilson has been a member of the Pennsylvania Railroad Department of the Association since 1887, and during that period has served in a number of important official positions. He has given liberally of his time and his talents, and loyally and faithfully of his aid and encouragement. His work in all his relations with the Association has been marked by conscientious devotion to the cause and a zealous endeavor in its up-building. His advice and aid have been of incalculable benefit to his associates, and the product of his brilliant intellect as expressed in his literary work has contributed notably to the development of interest in the cause, and to the strengthening of its foundations in the esteem of all who have a regard for the welfare of our Association and the expansion of its moral influence.

As Treasurer of the Association, member of the Board of Management, first Vice-Chairman, and Editor of the *Pennsylvania Railroad Mens' News*, he applied himself with single-hearted energy to promoting the best interests of the organization and enlarging its field of usefulness.

As the time arrived when it seemed desirable to preserve in permanent form the history of the Association, Colonel Wilson was chosen to perform this duty, not only on account of his intimate knowledge of the aim and scope of the organization, but as well on account of his earnestness in its behalf, and his proven ability as a writer and historian.

The historical work has been completed in Colonel Wilson's thorough and comprehensive manner. The officers and members of the Association desire to express to the Compiler of the history a deep sense of gratitude for his self-sacrificing labors in the preparation of the work, and to include in the volume, as a slight recognition of his invaluable services, a portrait and a short sketch of the historian.

Colonel Wilson's career resembles a ladder, each rung of which was scaled by the mastery of the one below.

He was the son of Thomas Low and Julianna Margaretta Bender Wilson, and was born in Harrisburg, Pa., April 5, 1839.

From the public schools he went to the Atlantic & Ohio Telegraph Company in 1852, and three years later entered the service of the Pennsylvania Railroad as an operator. When the war came on, Col. Thos. A. Scott, Vice-President of the Pennsylvania Railroad, was made Assistant Secretary of War and placed in charge of the transportation of troops and supplies. Young Wilson had attracted his attention, and he attached him to his special service, first to open the first military telegraph office in Governor Curtin's office in Harrisburg, and later as manager of the Government's military telegraph office in Washington. In this post he came in daily touch with President Lincoln and the great generals. In the trying days of '62, '63 and '64 he filled the unique position of military telegrapher and scout for Colonel Scott, and the responsibilities of such an exacting post of duty undoubtedly had a marked effect upon the formation of his staunch and sturdy character. The number of dangerous confidential missions in pursuit of information entrusted to him, and the fulfilment of them in every detail, would make interesting reading in these piping days of peace, if there were space to recount them. Suffice it to say that although the young telegrapher was a pioneer in the field of military telegraphy, his splendid work evoked the commendation, not only of his superiors, but of the great President himself. In later years of his life his valuable services in time of war received grateful recognition at the hands of Congress, when under the Act of 1897 he received from the Secretary of War a certificate of honorable service in the Civil War. The State of Pennsylvania also placed upon his record the stamp of its appreciation of his bravery and patriotism, when in 1903 by Act of Assembly he was commissioned Colonel of Volunteers, during the years 1862, 1863 and 1864, and further emphasized the debt which the Commonwealth owed him by decorating the veteran with a commemorative gold medal. These marks of distinction from the Nation and his native State coming many years after the valiant services were rendered are none the less honorable by the lapse of time, but are even more ennobling since the merit of them is firmly established in the truth of history.

Shortly after the close of the war, in September, 1866, Colonel Wilson returned to duty in his profession and was made Superintendent of Telegraph of the Northern Central Railway. His executive ability soon marked him, however, for duties in which his tact and skill in organization could be utilized to better advantage. He was transferred to the Freight Department and filled many

responsible and important positions in this service, including the Superintendency of the Mantua Transfer and the Special Agency of the Philadelphia Terminal Division, until May 1, 1909, when he was retired on pension under the age limitation.

The religious and moral trend of Colonel Wilson's character manifested itself early in life, and kept even step with his activity in performing the duties which a busy life imposed upon him. He joined the Y. M. C. A. at Harrisburg in 1858; in 1866 became a communicant of the Protestant Episcopal Church, and has been a vestryman of Emanuel Church, Holmesburg, since 1889. During this period he has also served as a lay delegate to the Diocesan Convention of Pennsylvania.

It is quite natural that a many-sided man like the subject of this sketch should release his thoughts, his observations, his reminiscences, and his experiences in war and peace at the end of his pen. And this Colonel Wilson has done with notable interest to his fellow-men. He has been a productive contributor to the press, and his biographical and other sketches in the *Pennsylvania Railroad Men's News* have helped to preserve the personal history of the Pennsylvania Railroad officials. His "History of the Pennsylvania Railroad," in two volumes, is a valuable contribution to the records of that great organization, and his sketches of the General Superintendents are interesting memorials of a body of men whose life-work has left its impress on the development of the great System. In "Acts and Actors of the Civil War" he has given to the public bright sidelights on the inside conduct of military operations, which will in time become engrafted on the true history of the great struggle.

"The History of the P. R. R. Y. M. C. A.," which is contained between the covers of this book, is a labor of love and a sign of his devotion to the cause, and it serves to illustrate the thorough, comprehensive and able manner in which he applies himself to and executes his work.

It would seem that with all the varied activities of his busy life Colonel Wilson would find little opportunity to engage in labor in other fields, yet in order to fill to the full the measure of good citizenship he yielded a portion of his time to political and educational matters, serving five years in the Municipal Councils of Harrisburg, and three years as a member of the School Board of his ward in Philadelphia.

Although retired now from active labor, in the ripeness of a well-spent and useful life "age does not wither nor custom stale

his infinite variety," but he is devoting his leisure to altruistic tasks, such as the compilation of this history, which make the world his debtor.

As the lengthening shadows fall across the path of life which he has trodden with such consistent and unselfish regard to the uplifting of his fellow-man, the officers and members of this Association invoke upon him the blessing of that "peace which passeth all understanding."

APPENDIX.

DEPARTMENT ROSTER.

FIRST ORGANIZATION.

President.

WILLIAM W. WIMER.....1877

PRESENT ORGANIZATION.

Chairman.

J. A. KEESBERRY.....March 14, 1887, to November 14, 1889
CHARLES G. CADWALLADER.....November 14, 1889, to January 22, 1891
GEORGE H. GRONE.....January 22, 1891, to February 11, 1892
CHARLES G. CADWALLADER.....February 11, 1892, to March 16, 1893
WILLIAM J. LATTA.....March 16, 1893, to September 1, 1899
WILLIAM A. PATTON.....September 1, 1899; still serving, 1910

FIRST ORGANIZATION.

Vice-President.

W. C. DE ARMOND.....1877

PRESENT ORGANIZATION.

Vice-Chairman.

CHARLES G. CADWALLADER.....March 14, 1887, to November 14, 1889
GEORGE H. GRONE.....November 14, 1889, to January 2, 1891
DANIEL W. FREAS.....January 2, 1891, to January 1, 1892
JAMES S. STACKHOUSE.....January 1, 1892, to March 16, 1893

First Vice-Chairman.

WILLIAM B. WILSON.....March 16, 1893, to January 5, 1904
CHARLES G. CADWALLADER.....January 5, 1904, to April 6, 1909
JEFFERSON JUSTICE.....April 16, 1909; still serving, 1910

Second Vice-Chairman.

CHARLES G. CADWALLADER.....March 16, 1893, to January 5, 1904
JEFFERSON JUSTICE.....January 5, 1904, to April 16, 1909
GEORGE H. GRONE.....April 16, 1909; still serving, 1910

Third Vice-Chairman.

J. Q. A. HERRING.....March 16, 1893, to June 18, 1896
ROBERT S. BEATTY.....June 18, 1896, to January 18, 1901
ROGER HENDLEY.....January 18, 1901, to January 27, 1909
H. E. HUFF.....April 16, 1909; still serving, 1910

Fourth Vice-Chairman.

GEORGE H. GRONE.....March 16, 1893, to January 17, 1895
ROBERT S. BEATTY.....January 17, 1895, to June 18, 1896
ROGER HENDLEY.....June 18, 1896, to January 18, 1901
JEFFERSON JUSTICE.....January 18, 1901, to January 5, 1904

FIRST ORGANIZATION.

Recording Secretary.

JOSEPH W. PULLEN.....1877

PRESENT ORGANIZATION.

Recording Secretary.

JOHN HAIT.....March 14, 1887, to March 1, 1888
WILLIAM H. GEORGE.....March 1, 1888, to April 12, 1894
NAYLOR C. DAVIS.....April 12, 1894, to January 17, 1899
A. A. BROWN.....January 17, 1899, to January 14, 1907
WILLIAM H. ZEHENDER.....January 14, 1907; still serving, 1910

FIRST ORGANIZATION.

Treasurer.

J. R. G. MARSHALL..... 1877

PRESENT ORGANIZATION.

Treasurer.

JAMES M. HODGE.....	March 14, 1887, to March 1, 1891
J. A. KEESBERRY.....	March 1, 1891, to March 1, 1892
WILLIAM B. WILSON.....	March 1, 1892, to March 16, 1893
JOHN B. STAUFFER.....	March 16, 1893, to November 10, 1899
H. P. CONNER.....	November 10, 1899; still serving, 1910

FIRST ORGANIZATION.

General Secretary.

YATES HICKEY..... 1877

PRESENT ORGANIZATION.

General Secretary.

CHARLES E. COLE.....	March 28, 1887, to August 13, 1887
A. B. TAYLOR.....	September 27, 1887, to November 15, 1889
J. A. KEESBERRY.....	November 15, 1889, to December 31, 1889
WILLIAM N. MULTER.....	March 15, 1890, to March 31, 1896
SAMUEL G. McCONAUGHEY.....	October 1, 1896, to November 30, 1897
CHARLES R. TOWSON.....	February 1, 1898, to December 31, 1906
GEORGE C. BARTLETT, JR.....	October 1, 1907; still serving, 1910

PENNSYLVANIA RAILROAD DEPARTMENT, YOUNG
MEN'S CHRISTIAN ASSOCIATION
OF PHILADELPHIA.

ORGANIZATION, 1910

ADVISORY COMMITTEE.

N. Parker Shortridge, *Chairman.*
James McCrea, M. Riebenack, W. H. Barnes,
Wm. A. Patton, Chas. E. Pugh, Thomas De Witt Cuyler.

COMMITTEE OF MANAGEMENT.

Wm. A. Patton, *General Chairman.*
Jefferson Justice, *First Vice-Chairman.*
Geo. H. Grone, *Second Vice-Chairman.*
H. E. Huff, *Third Vice-Chairman.*
H. P. Conner, *Treasurer.*
W. H. Zehender, *Recording Secretary.*

Wm. T. Adams,	Wm. Hammersley,	J. N. Purviance,
W. W. Atterbury,	H. M. Hinkle,	Jos. T. Richards,
R. F. Buffington,	G. H. Hungerford,	J. G. Rodgers,
O. J. De Rousse,	J. A. Keesberry,	John K. Rynier,
John M. Doran,	Chas. C. Kinney,	C. M. Sheaffer,
T. B. Essick,	A. T. Loughead,	John Weigle,
Frank Farrell,	R. J. McClain,	Wm. B. Wilson,
D. W. Freas,	A. McMinn,	S. H. Wallace,
J. C. Mengel,	B. F. Miller,	A. A. Brown.
W. Heyward Myers,	J. A. Murphey,	
W. H. George,	H. L. Palmer,	

EXECUTIVE OFFICERS.

Geo. C. Bartlett, Jr., *General Secretary.*
Rubens Humphrey, *Director of Activities.*
J. Frank Keeler, *Secretary Main Building.*
J. W. Sims, *Secretary Broad Street Station Annex.*
John T. Coleman, *Physical Director.*
A. E. Parker, *Librarian.*
T. Curtis Essick, *Boys' Work Director.*

AUDITING COMMITTEE.

Jefferson Justice, *Chairman.*
E. A. Stockton.

ATHLETIC COMMITTEE.

J. N. Purviance, *Chairman.*
W. L. Heck, *Secretary.*

Bowling Committee.

I. C. Sithens, *Chairman.*

Clarence E. Branson, Albert W. Myers, Louis Sheneman,
A. Wm. Scull, C. Nelson Smitheman, Samuel Hanway.
Chas. A. Mann, Jr.,

Football Committee.

H. E. Schoenhut, Jr., *Chairman.*

R. E. Baker, Walter C. George, Eugene B. Hanckel.
Chas. Blamphin,

Baseball Committee.

Chas. E. Clay, *Chairman.*

Jos. T. Berry, A. M. Gilbert, Reuben Pheneger,
Alfred Wilkins, H. E. Schoenhut, Jr., J. A. McCullough,
O. B. George, J. M. Platt, Walter G. Compton.

Gymnasium Committee—Main Building.

O. E. Huber, *Chairman.*

C. E. Myers, Joseph C. Brown, A. M. Barron,
Reuben Oves, John Mais, C. E. Robinson.
W. J. Lyshon,

Gymnasium Committee—Annex.

W. S. Logan, *Chairman.*

Chas. E. Clay, E. F. Packer, Gilbert H. Heim,
E. C. Deibler, Geo. R. Shaw, Arthur P. Matthews, Jr.
John F. Miller,

House and Grounds Committee.

C. D. Porter, *Chairman.*

Chas. C. Kinney, W. R. Flounders, Sr., F. W. Smith, Jr.
W. F. Greene, E. C. Lacy,

Pool Committee—Main Building.

Chas. A. Baker, *Chairman.*

Herbet S. Litzenberg, Albert C. Royer, Jacob Wetzel,
Percy C. Lewis, Harry P. Pearl, J. F. Chalfant.

Pool Committee—Annex.

J. F. Chalfant, *Chairman.*

George Dukes, Geo. W. Kruck, Lloyd C. Megee.

Shuffleboard Committee—Main Building.

W. R. Flounders, Sr., *Chairman.*

Geo. W. Phillips, Morris J. Strock, S. D. Mansfield, Jr.
Louis M. Silance,

Shuffleboard Committee—Annex.

I. W. Worthington, *Chairman.*

L. M. Stanford, B. Lee Moore, John Keown.
Howard Thompson,

Tennis Committee.

C. R. Andrews, *Chairman.*

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Walter H. Huff, Philip Guckes, A. C. Hollis.
H. B. Hauck,

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A. M. Barron, Donald Demmy, Thos. W. Brink.

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A. McMinn, Wm. Weest, Nathan Spering.
Joseph C. Brown,

BUILDING COMMITTEE.

Jos. T. Richards, *Chairman.*

J. B. Baker, A. McMinn, R. C. Owen,
R. G. Develin, E. P. Bates, J. C. Mengel,
J. K. Rynier, C. C. Anthony, H. C. Booz.
E. A. Weaver, A. H. Rudd,

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Main Club.

E. Y. Jefferis, *Chairman.*

J. E. Strawbridge, J. W. Brackin, I. C. Sithens.
W. H. George,

R. R. S. Club.

A. T. Loughead, *Chairman.*

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Geo. V. Massey, *Chairman.*

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Jno. Youkel, Stacy B. Lloyd, A. S. Porter,
I. E. Nathans, W. J. Bingham, J. B. Stouffer.
G. B. Rudduck, R. H. Newbern,

ENTERTAINMENT COMMITTEE.

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W. Burton Richards, Geo. Folcher, Wm. D. Carson,
V. C. Sandham, Hiram Grone, Wm. D. Baker,
H. F. Green, Wm. J. Wilkinson, Z. L. Berry,
Elwood Maloney, W. R. Flounders, Jr., H. Russell Gorman.
Elmer J. Pearl,

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H. S. Ludlam, A. C. Shand, Hugh Logan,
F. E. Atkins, Wm. J. Crout, A. J. Gillingham,
H. P. Pearl, M. J. Ramsey, Stephen W. White,
A. J. County, J. C. Johnson, J. H. Anderson,
W. W. Wells, E. F. Gailey, W. F. McPhail.

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John M. Doran, *Chairman.*

W. Fred Sims, H. L. Winkler, John Weigle.
H. F. K. Galloway,

FINANCE COMMITTEE.

J. K. Rynier, *Chairman.*

S. A. Compton,	A. J. Gillingham,	Jefferson Justice,
A. C. Shand,	G. A. Walker,	H. S. P. Nichols,
F. C. Hoff,	O. J. De Rousse,	H. M. Hinkle,
Lewis Neilson,	C. H. Sloan,	W. L. Markley,
Geo. D. Ogden,	Jas. F. Fahnestock,	Henry R. Leonard,
J. F. Murray,	E. B. Temple,	F. P. Abercrombie,
R. L. Franklin,	C. P. McCully,	W. W. Wimer, Jr.
Geo. H. Ross,	R. M. Pile,	

GROUNDS COMMITTEE.

F. W. Smith, Jr., *Chairman.*

H. L. Palmer,	Thos. W. Hulme,	E. A. Sterling,
W. F. Greene,	H. E. Tripler,	

HOUSE COMMITTEE.

Geo. H. Grone, *Chairman.*

Samuel B. Dickie,	John K. Rynier,	M. A. Golden,
W. T. Brown,	W. B. Kraft,	Alfred McMinn,
R. C. Wright,	J. B. Baker,	O. B. George.
Wm. Weest,	G. E. Stratton,	

JUNIOR DEPARTMENT.

Advisory Committee.

O. J. De Rousse, *Chairman.*

Geo. H. Grone,	Jos. Richardson,	M. J. Ramsey,
	W. J. Crout,	

Social Committee.

Wm. D. Baker,	Wm. R. Flounders, Jr.,	Wm. D. Carson.
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Religious Committee.

I. Leslie Lawrence,	Elmer J. Pearl,	T. B. Essick.
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Boating and Fishing Committee.

Harry Sims,	Jos. C. Brown,	Clyde G. Baker.
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Athletic Committee.

J. Warren Climenson,	Geo. Purviance, Jr.,	Jos. T. Berry.
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Club-House Committee.

Chas. A. Baker, C. F. Firestone, Chas. A. Mann, Sr.
Lloyd C. Megee,

Intermediate Committee.

I. C. Sithens, Jno. M. Sturgis, Wm. B. Wright.

LIBRARY COMMITTEE.

Wm. Hammersley, *Chairman.*

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C. H. Sloan,	J. O. Frazee,	G. W. McCormick,
C. H. Mathews, Jr.,	C. M. Sheaffer,	C. M. Thompson,
J. E. Williams,	H. T. Wilkins,	Elwood R. Jones,
Henry W. Bikle,	H. S. P. Nichols,	A. J. County,
J. C. Johnson,	A. J. Town, Jr.,	J. W. Lee, Jr.,
Walter J. Devine,	Jno. F. Culin,	J. H. McDonald.
Henry H. Lee,	J. E. Wright,	

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Edw. Meade,	Elwood Maloney,	Geo. F. Folcher,
Jos. C. Brown,	Harry Sims,	Jas. McKeon.
C. Nelson Smitheman,	Earl C. Emery,	

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R. J. McClain, *Chairman.*

H. M. Hinkle,	Albert Jordon,	W. A. Murdock,
J. E. Williams,	Thomas Griffinberg,	W. L. Nassau,
W. S. Curlett,	Edwin F. Mowery,	Charles W. Laramy.
Harry Sims,	E. E. Rue,	

MECHANICAL INSTRUCTION COMMITTEE.

H. M. Hinkle, *Chairman.*

F. A. Blakesley,	R. F. Buffington,	Wm. Colledge,
Walter W. Davis,	F. Farrell,	S. E. Godshall,
Geo. M. Johnson,	Alfred McMinn,	S. T. Manahan,
Geo. H. Miller,	W. L. Moore,	A. G. Peitsch,
R. B. Pheneger,	T. J. Quintin,	F. T. Roberts,
J. K. Rynier,	Russell M. Smith,	L. R. Zollinger,
Wm. P. Whitman,	Clarence Roberts,	C. D. Porter.
	C. A. Stern,	

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Advisory Committee.

R. K. George,	Geo. H. Hungerford,	Jno. M. Doran,
F. H. Myers,	B. H. Loveless,	C. H. Sloane.
	Harry L. Adkins,	

*Sub-Chairman at Broad Street Station,
233 South Fourth Street, etc.*

B. Lee Moore,	J. P. McAllister,	C. H. Voelker,
Harry Sims,	R. McMullan,	Wayne B. Hughes,
G. W. Smith,	R. C. Fish,	E. V. Savin,
H. J. Magann,	L. C. Manifold,	C. E. Fisher,
A. M. Gilbert,	Jos. Justice,	W. B. Rhoads,
L. S. Swope,	H. S. Weir,	W. N. Buck,
Wm. S. Morris,	R. E. Baker,	F. T. Harshaw,
H. H. Baker,	A. W. Kyner,	W. G. Greer,
F. P. Hand,	J. Beattie Allen,	W. S. Curlett,
J. H. Wright,	J. L. Brown,	D. C. Davis,
A. P. Matthews, Jr.,	J. Edgar Strawbridge, A. E. Buchanan.	

26 South Fifteenth Street—N. Y., P. & N. R. R.

H. C. Carlile, *Sub-Chairman*
W. D. Baker.

Station Master's Department.

E. C. Green, <i>Sub-Chairman.</i>		
J. O. Frazee,	J. H. Snyder,	Milton V. Vogan.

Washington Avenue Wharf Agency.

Chas. C. Kinney, <i>Sub-Chairman.</i>		
Jno. C. McSwegan,	Littleton Boyer,	C. D. Stephens.

Dock Street Agency.

Chas. C. De Buest, <i>Sub-Chairman.</i>	
Lewis G. Bull,	Robert V. N. Peabody, George Ward.
John McMulcahey,	Wm. Hammersley,

Broad and Washington Avenue Agency.

S. D. Mansfield, Jr., <i>Sub-Chairman.</i>		
J. M. Sylvis,	Wm. Millward,	E. F. Wiler.

Adams Express Company (Eighteenth and Market Streets).

R. K. George, *Sub-Chairman.*

Samuel H. Ferree, H. W. Backus, R. J. McClain.

Adams Express Company (Auditing Department).

M. S. Fager, *Sub-Chairman.*

Gray's Ferry Roundhouse.

James B. Plumline *Sub-Chairman.*

MEMBERSHIP COMMITTEE—WESTERN DISTRICT.

Advisory Committee.

H. L. Palmer, *Chairman.*

J. C. Mengel, H. M. Hinckle, F. W. Smith, Jr.,
J. M. Jones, R. K. Stackhouse, Frank Hannum.

Thirtieth and Market Streets Agency.

C. H. Nauman, *Sub-Chairman.*

Henry Deringer, James McKenzie, J. A. Ritter,
W. H. Smitheman,

Fifty-second Street Car Inspector's Department.

John Weigle, *Sub-Chairman.*

J. M. Clifton, Winfield S. Bond.

Seventeenth Street Tower.

L. M. Hatton, *Sub-Chairman.*

Geo. F. Mullen, L. G. Snyder.

West Philadelphia Station Baggage Department.

Wm. Weest, *Sub-Chairman.*

B. H. Loveless, F. E. Morgan, H. B. Rambo,
J. N. Aitken,

West Philadelphia Shops.

W. H. Kilpatrick, *Sub-Chairman.*

E. W. Groscoors, H. B. Rambo, Peter F. Rule.
Thos. B. Angeroth, E. E. North,

Park Shops.

W. H. Weil, *Sub-Chairman.*

E. E. Roan, Wm. P. Shannon, Scott W. Frymire.

S. Y. Division.

S. W. Dunlap, *Sub-Chairman.*

E. B. Chryst,

W. W. Davis.

Mantua Transfer.

W. H. Barry, *Sub-Chairman.*

Fifty-second Street Freight Station.

E. O. Van Houten, *Sub-Chairman.*

Superintendent's Office—P. T. Division.

W. J. Murdock, *Sub-Chairman.*

J. W. Brackin, W. B. Harrar, Somers C. Wright.
 J. J. Zell,

New York Division.

W. R. Reynolds, *Sub-Chairman.*
 Wallace W. Johnson.

Roundhouse No. 2.

A. G. Rietsch, *Sub-Chairman.*

Forty-sixth Street Roundhouse.

Reuben Pheneger, *Sub-Chairman.*
W. E. Flanagan, Roscoe C. Edwards.

Committeemen-at-Large.

NEW YORK DIVISION.

T. J. Quintin, C. N. Devenney, Frank Farrell,
D. W. Kerr, C. H. Downs, Thos. Rawlings.

SCHUYLKILL DIVISION.

L. H. Rockey.

PHILADELPHIA DIVISION.

H. M. Hinkle.

MARYLAND DIVISION.

F. E. Morgan.

PHILADELPHIA TERMINAL DIVISION.

Geo. M. Johnson, Chas. O'Neill, Dennis McBrearty
Wm. Neble, Jacob P. Leslie, R. M. Smith.
Frank Abel, J. E. Deisem,

PURCHASING COMMITTEE.

Geo. H. Grone, *Chairman.*

H. P. Pearl, W. H. M. Thomas, T. C. Wells.

RELIGIOUS MEETINGS COMMITTEE.

D. W. Freas, *Chairman.*

Sunday Meetings.

Wm. T. Adams,	Frank Farrell,	H. M. Hinkle,
A. T. Loughead,	Chas. B. Laux,	Alfred McMinn,
Jas. A. Ritter,	D. W. Kerr,	R. J. McClain,
W. H. George,	I. C. Sithens,	H. F. K. Galloway.
Harry L. Adkins,	B. F. Collier,	

Sunday Ushers.

S. D. Mansfield, Jr., *Chairman.*

E. B. Chryst,	H. Deringer,	J. M. Jones,
W. J. Murdock,	W. D. Price,	Frank T. Roberts,
M. J. Strock,	A. S. Willey,	T. J. Smith,
J. A. Ritter,	A. T. Loughead,	T. B. Essick.

Annex Meetings.

Committeemen-at-Large.

G. H. Hungerford,	F. P. Hand,	W. W. Morris.
J. A. Keesberry,	W. J. Peebles,	

Shop Meetings.

Peter F. Rule, *Chairman.*

H. W. Burkhart,	E. E. Roan,	Chas. Peterson,
F. Quandt,	Thos. B. Angeroth,	E. E. North.

SICK VISITATION COMMITTEE.

T. B. Essick, *Chairman.*

Wm. T. Adams,	Frank Farrell,	Alfred McMinn.
T. J. Quintin,	A. T. Loughead,	

SOCIAL COMMITTEE.

Reception Committee.

S. D. Mansfield, Jr., *Chairman.*

C. G. Baker,	E. B. Chryst,	Wm. D. Carson,
Henry Deringer,	J. O. Frazee,	Samuel Dunlap,
G. W. Gill,	W. H. Musser,	W. J. Murdock,
H. L. Brown,	Edw. Meade,	W. D. Price,
J. A. Ritter,	Leo Brown,	W. Burton Richards,
T. J. Smith,	Wm. J. Smith,	M. J. Strock,
W. J. Lyshon,	Wm. Whittley,	J. E. Roche,
Jos. C. Brown,	Donald Demmy,	Jas. McKnight,
C. E. Robinson,	Walter H. Huff,	O. F. Benjamin,
Geo. Edw. Dignan,	Chas. V. Magann,	G. B. Zane, Jr.

Checker and Chess Committee.

W. A. Custer,

W. H. George.

Night Men's Social Committee.

M. J. Hackett, *Chairman.*

BOYS' ADVISORY COMMITTEE.

Religious—Wm. G. Wilson.

Entertainment—H. Craig Morse.

Outing—L. Morton Barry.

Decorating—Newton Alexander.

Social—Alford Otto.

Knights of Triangle—Edward Shuster.

Games—Arch Frazier.

Library—George Provost.

Membership—James M. Johnson.

Working Boys—A. Harry Helker.

Athletic—Wm. A. Werntz.

House—Marshall Duff.

Mystic Midgets—Albert S. W. Rawcliffe.

Gymnasium—George Phillips, Jr.

Commissary—Robert L. Megee.

POSTER CLUB.

Edw. Meade, *President.*

Wm. D. Carson, *Secretary-Treasurer.*

Jos. T. Berry,	W. R. Flounders, Jr.,	Elwood Maloney,
John M. Sturgis,	Russell Freas,	Geo. G. Brooks,
Leo. Brown,	Edw. Dignan,	Chas. Sweeney,
Harry Brooks,	Clyde G. Baker,	Geo. F. Folcher,
Wm. J. Lyshon,	C. Nelson Smitheman,	Earl C. Emery,
Leo. Webber,	W. T. Myers,	Jos. Roseboro,
Lester Carlton,	Chas. V. Magann,	Chas. A. Mann, Jr.

WOMAN'S AUXILIARY.

Mrs. Frank Farrell, *President.*

Mrs. A. M. Meade, *Secretary.*

Mrs. James A. Ritter, *Treasurer.*

BY-LAWS
OF
THE PENNSYLVANIA RAILROAD DEPARTMENT
YOUNG MEN'S CHRISTIAN ASSOCIATION,
OF PHILADELPHIA.

Organized November 18, 1886.

Adopted by the Committee of Management April 6, 1908.

Approved by the Young Men's Christian Association
of Philadelphia April 15, 1908.

ARTICLE I.

Name and Object.

The name of the organization shall be THE PENNSYLVANIA RAILROAD DEPARTMENT, YOUNG MEN'S CHRISTIAN ASSOCIATION OF PHILADELPHIA, hereinafter called "the Department," and its object shall be to carry out the principles of the Young Men's Christian Association among the employes of The Pennsylvania Railroad Company and affiliated companies.

ARTICLE II.

Relation to the Association.

The Department shall be subject to the regulations of the Young Men's Christian Association of Philadelphia, an association incorporated under the laws of the State of Pennsylvania, and the Constitution of the said Young Men's Christian Association of Philadelphia is hereby adopted.

ARTICLE III.

Membership.

SECTION 1. Employes of The Pennsylvania Railroad Company, or of its leased or controlled lines, or of companies having operating contracts in connection with such railroad companies (for example, express, telegraph, parlor and sleeping car and news companies, as well as United States Railway Mail Service), or the sons of such employes, are entitled to membership.

SEC. 2. There shall be five classes of membership, namely, Senior, Intermediate, Junior, Contributing and Women's Auxiliary.

SEC. 3. Senior members shall be nineteen years of age or over and employes or sons of employes of companies as stated in Section 1. They shall have all the privileges of the Department, embracing the facilities at the Main Building at 41st Street and Westminster Avenue, the Broad Street Station Annex at 15th and Filbert Streets, the Athletic Field at 44th Street and Parkside Avenue, the Seashore House at Ocean City, N. J., and also Dwight Farms, Downingtown, Pa. They shall have the right to vote and hold office, subject to the regulations of the Young Men's Christian Association of Philadelphia. The dues of this class shall be Five Dollars (\$5) per year.

SEC. 4. Intermediate members shall be sixteen years of age or over and less than nineteen years of age, and shall be entitled to such privileges as the Committee of Management may prescribe, and shall not have the right to vote or hold office, except in committees appointed from this class of membership. The dues of this class shall be Five Dollars (\$5) per year.

SEC. 5. Junior members shall be nine years of age or over and less than sixteen years of age, and shall be entitled to such privileges as the Committee of Management may prescribe, and shall not have the right to vote or hold office, except in committees appointed from this class of membership. The dues of this class shall be Two Dollars (\$2) per year.

SEC. 6. Contributing members shall be composed of such friends of the Association, not entitled to membership under the provisions of Section 1, who may be designated by the General Chairman for this class of membership by reason of substantial aid rendered. They shall have all privileges of the Department except the right to vote or hold office. No dues shall be charged this class of membership beyond the annual contributions made by them.

SEC. 7. The Women's Auxiliary shall be composed of the wives, daughters and female members of the immediate families of those entitled to membership under the provisions of Section 1, and of female employes of companies enumerated in said section. They shall have such privileges of the Department as may be prescribed by the Committee of Management, and shall not have the right to vote or hold office, except in said Auxiliary. They shall pay such dues as may be prescribed by the Auxiliary, and approved by the Committee of Management.

SEC. 8. Any member in arrears for annual dues shall be debarred from the rights and privileges of membership.

ARTICLE IV.

Management.

SECTION 1. The management of the Department shall be vested in a Committee of Management of not less than thirty members. This Committee shall be appointed annually by the President of the Young Men's Christian Association of Philadelphia—subject to the approval of the Board of Directors of said Association—from among the Senior members of the Department. They shall serve for one year or until their successors shall have been appointed.

There shall also be appointed annually, in the same manner, an Advisory Committee of five or more persons, who shall be connected with The Pennsylvania Railroad Company and who shall be eligible to Senior membership in the Association, and whose advice may be sought on matters affecting the interests of the Department. They shall serve for one year or until their successors shall have been appointed.

SEC. 2. The fiscal year of the Department shall commence January 1st.

SEC. 3. At the January meeting of the Committee of Management, called for the purpose of organization, there shall be chosen from its number, by ballot, a General Chairman, three Vice-Chairmen, a Recording Secretary and a Treasurer, whose duties shall be as hereinafter provided. They shall hold office for one year or until their successors shall have been elected. Any vacancies occurring in the Committee of Management, or in the offices thereof, may be filled for the unexpired term by the Committee of Management, notice of which action shall be forwarded to the Board of Directors of the Young Men's Christian Association of Philadelphia.

SEC. 4. The Committee of Management shall, in the month of January of each year, submit to the Board of Directors of the Young Men's Christian Association of Philadelphia, for its approval, its budget of estimated receipts and expenditures for the ensuing year.

SEC. 5. The General Chairman of the Department shall preside at the meetings of the Department and of the Committee of Management. He shall, after consultation with the General Secretary, appoint all committees of the Committee of Management and of the Department. He shall be, *ex officio*, a member of all committees, with the right to vote.

SEC. 6. The Vice-Chairmen shall, in the absence of the General Chairman, in the order of their seniority, preside at the meetings of the Department and of the Committee of Management, and perform such other duties as the Committee of Management may from time to time authorize.

SEC. 7. The General Secretary of the Department shall be selected by the Board of Directors of the Young Men's Christian Association of Philadelphia and the Committee of Management of the Department. His title shall be "General Secretary, The Pennsylvania Railroad Department, Young Men's Christian Association of Philadelphia." He shall have charge of the general work of the Department, conduct all correspondence thereof and revise all printed matter issued thereby. He shall attend the meetings of the Committee of Management and of the committees thereof, and of the committees of the Department, and shall be, *ex officio*, a member of all committees, with the right to vote. He shall attend at the several buildings and grounds at the hours fixed by the Committee of Management, and shall be while there the executive officer of the Department in respect to all matters which have been determined by the Committee of Management or General Chairman of the Department. He shall, subject to the needs of the various committees, fix the hours of attendance at the several buildings and grounds of the employes of the Department. He shall make a monthly report to the General Chairman for the information of the Committee of Management. The General Secretary may, with the approval of the General Chairman, employ such assistant secretaries and employes as may be necessary, any such increase in the Department force to be reported at the first meeting of the Committee of Management held thereafter.

SEC. 8. The Recording Secretary shall keep careful minutes of the meetings of the Committee of Management and of the meetings of the Department in books provided for the purpose. He shall notify, in writing, the members of the Committee of Management and the President and General Secretary of the Young Men's Christian Association of Philadelphia of all meetings of the Committee of Management, and perform such other duties as may be assigned to him by said Committee.

SEC. 9. The Treasurer shall have charge of all funds of the Department, which he shall keep in a separate bank account, as Treasurer, in a depository to be approved by the Committee of Management. He shall pay all demands against the Department

upon vouchers properly certified by the Finance Committee and General Secretary. He shall report, in writing, monthly to the Committee of Management the receipts, expenditures and obligations, and submit an annual report of receipts and expenditures at the January meeting. His accounts, reports and vouchers shall be transmitted to the Auditing Committee of the Department immediately after the close of each year.

ARTICLE V.

Meetings.

SECTION 1. Special meetings of the Department shall be called by the General Chairman at the written request of fifty Senior members or by order of the Committee of Management, notice being given on the bulletin-boards of the Department at least one week in advance, specifying the object of the meeting. No business shall be transacted at a special meeting except that for which the call is issued.

SEC. 2. At all meetings of the Department one hundred Senior members shall constitute a quorum.

SEC. 3. The Committee of Management shall meet quarterly, in January, April, July and October.

SEC. 4. Special meetings of the Committee of Management may be called by the General Chairman, or he shall call such meetings upon the written request of seven members of said Committee, specifying the object of the meeting, which shall be incorporated in the notice to each member of the Committee. No business shall be transacted at a special meeting except that for which the call is issued.

SEC. 5. At all meetings of the Committee of Management ten members shall constitute a quorum.

SEC. 6. The order of business at all regular meetings of the Committee of Management shall be as follows:

1. Prayer.
2. Roll call.
3. Reading of minutes of previous meeting.
4. Report of Treasurer.
5. Reports of Committees.
6. Report of General Secretary.
7. Unfinished business.
8. New business.
9. Adjourn with prayer.

ARTICLE VI.

Committees.

SECTION 1. The General Chairman shall have authority to appoint such standing committees as in his judgment are deemed advisable in the interest of the Department, said committees to be composed of members of the Department. They shall serve for a period of one year or until their successors shall have been appointed.

SEC. 2. All committees shall notify the General Chairman and General Secretary of the Department of their meetings.

SEC. 3. All committees shall be required to make full reports to the Committee of Management when requested to do so.

SEC. 4. All committees shall remit all moneys received by them to the Treasurer, the expenses in connection with their operations to be paid by voucher upon proper certification of bills.

ARTICLE VII.

Amendments.

These By-Laws may be altered or amended by a vote of two-thirds of the members of the Committee of Management present at any regular meeting, provided such alteration or amendment shall have been proposed at a previous meeting, and further *provided*, that no change shall be effective until approved by the Board of Directors of the Young Men's Christian Association of Philadelphia.

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